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**BAY BRIDGE DESIGN TASK FORCE
Thursday, May 8, 1997, 5:30 p.m.
City Hall
Board of Supervisors Chambers
401 Van Ness Avenue
San Francisco**

Chairperson: Mary King
Members: Sharon Brown
Mark DeSaulnier
Elihu Harris
Tom Hsieh
Jon Rubin
Angelo Siracusa
Staff Liaison: Steve Heminger

FINAL AGENDA

1. Welcome, introduction of MTC Task Force and review of public participation process — Mary King, MTC Commissioner
2. Welcome, introduction of San Francisco County Transportation Authority — Tom Hsieh, MTC Commissioner
3. Staff Report — Steve Heminger, MTC
 - a. Bicycle lane
 - b. Yerba Buena/Treasure Island ramps
 - c. Engineering and Design Advisory Panel activities
 - d. Summary of other public comment received
4. Presentation on bridge design alternatives — Denis Mulligan, Caltrans
 - a. Video presentation
 - b. Urban simulation demonstration
5. Presentation on Transbay Terminal — Stuart Sunshine, San Francisco Mayor's Office
6. Other Business/Public Comment

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

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(COMM/BAY BRIDGE/AGENDA)

1 METROPOLITAN TRANSPORTATION COMMISSION

2 BAY BRIDGE DESIGN TASK FORCE

3 PUBLIC MEETING

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9 CERTIFIED COPY

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12 TRANSCRIPT OF PROCEEDINGS

13 SAN FRANCISCO, CALIFORNIA

14 MAY 8, 1997

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REPORTED BY: SHARON LANCASTER, CSR #5468

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METROPOLITAN TRANSPORTATION COMMISSION
BAY BRIDGE DESIGN TASK FORCE
PUBLIC MEETING

- - -

TRANSCRIPT OF PROCEEDINGS, taken at War
Memorial Opera House, 401 Van Ness Street, San
Francisco, California, commencing at 5:40 p.m.,
Thursday, May 8, 1997, before Sharon Lancaster, CSR
No. 5468.

A P P E A R A N C E S

PANEL MEMBERS:

REPRESENTING:

MARY KING (Chair)

ALAMEDA COUNTY

JON RUBIN

CITY OF SAN FRANCISCO

TOM HSIEH

SAN FRANCISCO COUNTY

ANGELO SIRACUSA

BCDC

ELIHU HARRIS

ALAMEDA COUNTY CITIES

MARK DeSAULNIER

CONTRA COSTA COUNTY

STAFF MEMBERS:

STEVE HEMINGER

BRIAN MARONEY

DENNIS MULLIGAN

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1 THURSDAY, MAY 8, 1997 SAN FRANCISCO, CALIFORNIA

2 5:40 P.M.

3 - - -

4 CHAIRPERSON KING: Good evening. Good
5 evening. Could we have your attention, please.

6 I want to thank you all for joining us
7 in this our fourth public hearing of the Bay Bridge
8 Design Task Force. I want to welcome you, and
9 appreciate your participation this evening.

10 My name is Mary King. I'm a member of
11 the Alameda County Board of Supervisors, the
12 Metropolitan Transportation Commission, and I'm
13 chairing this Task Force.

14 I will ask my colleagues now to please
15 introduce themselves, starting with Jon Rubin.

16 MR. RUBIN: I'm Jon Rubin, representing the
17 Mayor of San Francisco.

18 MR. HSIEH: Tom Hsieh, representing San
19 Francisco as well. Normally we stand, so that's why
20 this microphone, when you push down it bounces up.

21 MR. SIRACUSA: Angelo Siracusa,
22 representing the Bay Conservation Development
23 Commission.

24 MR. DeSAULNIER: I'm Mark DeSaulnier. I'm
25 a member of the Contra Costa County Board of

1 Supervisors.

2 CHAIRPERSON KING: Thank you. I expect
3 that Mayor Elihu Harris, who is a member of our Task
4 Force, will also be joining us this evening.

5 The purpose of this Task Force, for
6 those of you who this is your first meeting, is
7 twofold. First, to develop a consensus
8 recommendation on the design option for the new
9 eastern span of the Bay Bridge.

10 Caltrans has proposed four design
11 options to date. Their initial proposals were for a
12 skyway viaduct and a double tower cable-stay bridge.
13 In the past two weeks they also have brought forth
14 designs for a single tower cable-stay bridge and an
15 arch bridge.

16 Caltrans has also indicated they are
17 willing to consider additional options, provided they
18 meet the strict engineering and design criteria
19 required for this critical project. Two designs,
20 both for cable-stay bridges, already have been
21 submitted, and more are expected. So our process is
22 developing as we had anticipated. This evening
23 Caltrans will review with us the design alternatives
24 that they have proposed.

25 The second purpose of the Task Force

1 is to recommend any additional features that might be
2 included as part of the bridge project. We wish to
3 be clear about what should be considered additional
4 features, or extras, and what should not.

5 MTC does not believe that having two
6 standard shoulders on the new bridge is an extra. We
7 also do not believe that additional seismic retrofit
8 of the existing west span, so that it is as strong as
9 the new east span, is an extra.

10 MTC believes both of these items
11 should be included in the base cost of a new bridge,
12 and this base cost will be used to determine the cost
13 sharing arrangement that is currently being
14 negotiated between our legislators and others in
15 Sacramento.

16 We do acknowledge that certain
17 additional features may be desired by the East Bay
18 community, and we have heard from many on these
19 additional features and will hear from others this
20 evening. The cost of these additional features
21 should not be borne by the state.

22 And I think it's also important to
23 emphasize that the best Bay Bridge design may not
24 necessarily be the most expensive one.

25 All bridge design options will be

1 evaluated by a special engineering and design
2 advisory panel made up of cost reviewers, engineers,
3 seismic specialists, and design experts. This panel
4 has recently agreed upon a set of engineering and
5 design criteria for all bridge proposals. These
6 criteria have been distributed to Caltrans and to
7 other interested parties.

8 The engineering and design advisory
9 panel will hold a three-day workshop at the
10 Waterfront Plaza Hotel at Jack London Square in
11 Oakland from May 12 to May 14, for the presentation
12 of bridge design proposals.

13 In subsequent meetings, on June 2nd
14 and June 16th, the advisory panel will evaluate the
15 proposals based on seismic strength, elegance of
16 design, and cost. The panel will then develop a
17 short list of recommended designs for consideration
18 by this Task Force at a meeting scheduled for June
19 24th. At that meeting, a report will also be made
20 summarizing all public comment received since the
21 beginning of this process in February of this year.

22 At its final meeting on July 16, this
23 Task Force will adopt its recommendations for a
24 bridge design and forward them on July 23rd to the
25 full Metropolitan Transportation Commission, which,

1 in turn, will submit its recommendations to the
2 governor and the legislature.

3 There is a timetable that you can pick
4 up in the back of the room where you entered, that
5 illustrates this process. And there are handouts
6 available, that give details concerning times and
7 locations of meetings. So be sure, if you didn't
8 pick one of those up, to pick it up when you leave.

9 We do appreciate your taking time to
10 come here today and give us the benefit of your
11 advice, opinions on the design of the new bridge.
12 Obviously, we know that hearing from as many people
13 as possible is critical to the work of our Task
14 Force, and we welcome your comments. This is the
15 fourth meeting, as I mentioned. The following
16 earlier ones were held in Alameda, Contra Costa, and
17 Solano Counties.

18 We have also established three other
19 ways for the public to comment on the bridge design.
20 There is a telephone comment line. That telephone
21 number is also available in the back of the room.

22 You can also reach us on the internet.
23 There are two options for sending us email. And
24 those addresses are also listed on the fact sheet in
25 the back of the room. Or you can write to me by

1 mail, the old-fashioned way, care of MTC.

2 The closing date for public comment is
3 June 16th. Please let us hear from you by then if
4 would you like to express an opinion on the design of
5 the new bridge.

6 Before we proceed, I'd like to ask if
7 any of my colleagues on the Task Force would like to
8 make any remarks. (No response.)

9 We would like to now ask Commissioner
10 Tom Hsieh, from San Francisco, to welcome you to his
11 city and introduce the members of the San Francisco
12 County Transit Authority.

13 MR. HSIEH: Thank you very much,
14 Madame Chair.

15 First I want to extend a welcome to
16 each one of you who come to this gathering and
17 hearing, and I hope you enjoy the San Francisco scene
18 past the Bay Bridge and your stay in San Francisco.
19 I hope you are enjoying the City as well.

20 San Francisco Transportation Authority
21 consists of 11 members, who are really the members of
22 the board of supervisors. I have the pleasure to
23 serve as chair of that Transportation Authority in
24 the past three years. This evening President Barbara
25 Koffman is supposed to be here, and I hope she will

1 join us sometime this evening.

2 Otherwise, Madame Chair, I will return
3 this mike to you. Thank you.

4 CHAIRPERSON KING: Thank you, Commissioner
5 Hsieh.

6 We will now have a staff report from
7 Steve Keminger. Steve is MTC's manager of
8 legislation and public affairs.

9
10 STATEMENT BY STEVEN HEMINGER

11 MR. HEMINGER: Thank you.

12 We have four items on the staff report
13 for you this evening. The first two, on the bicycle
14 lane and the Yerba Buena/Treasure Island ramps, will
15 be handled by Dennis Mulligan and Brian Maroney from
16 Caltrans. They have prepared a handout on those two
17 issues, that we hope you have, and in the audience,
18 we hope you have. They look very similar to each
19 other. Please note, one is for Yerba Buena Island
20 ramps, the other is for bike lanes. So Dennis.

21 MR. MULLIGAN: Thank you, Steve.

22 Brian Maroney, our project manager for
23 the new bridge on the east span, will give his
24 presentation. As he walks up to the mike, we would
25 like to remind you of Caltrans' position with respect

1 to the bike path on the western span.

2 Caltrans is proceeding in an
3 expeditious fashion to retrofit the west span.
4 Seismic safety is of paramount importance. So any
5 decision to add a bike path to the western span we
6 view as a separate project, and we view that as being
7 implemented after the west span is retrofit. We will
8 not take any action which delays retrofit of that
9 western span.

10

11 STATEMENT BY BRIAN MARONEY

12 MR. MARONEY: Madame Chair, at a previous
13 meeting you requested that the California Department
14 of Transportation study a bicycle facility in
15 connection with the communities of Oakland and San
16 Francisco, and you asked for that facility to be
17 incorporated into the Bay Bridge.

18 At that time there were questions
19 concerning (1) feasibility and (2) cost. And tonight
20 I would like to report to you on those two.

21 With the respect to the first one,
22 feasibility, I can tell you right now that we looked
23 at it, and in my professional opinion, in fact, a
24 bicycle facility across the entire bay is feasible.

25 With respect to the second issue,

1 cost, I would like to focus attention onto the board
2 presented over here. And I'd like to walk you
3 through the facility, and I would like to share with
4 you the vision, the vision that we have for this
5 facility, so everybody understands exactly what it is
6 we estimated. And that's important because any good
7 estimate is always founded on a vision.

8 The facility that has been provided is
9 12 foot wide, 8 feet of vertical clearance. And all
10 appropriate railing and fencing are provided, and
11 they are also incorporated in the estimate.

12 This display and its elements are also
13 in a handout. And there is a similar display in the
14 hallway. For those of you who are having difficulty
15 seeing this, you can view it in the hallway. And
16 it's also in the handout.

17 Basically, this display offers a view
18 of the Bay Bridge from the air, looking down on it.
19 And this side is essentially the Oakland side. These
20 are the east spans. This is Yerba Buena Island.
21 These are the west spans, and this is the San
22 Francisco side. This is the southern side of the
23 bridge, and this is the northern side of the bridge.

24 What I would like you to do is focus
25 on the solid red line that is going along the

1 southern side of the bridge. That's important. I'm
2 describing where the bike facility is right now.
3 First let me share with you why we envision it on the
4 southern side.

5 The original state of the bridge at
6 the time of its construction carried rail on the
7 southern side of the bridge and on the lower deck.
8 And in the '50s when the bridge was modified, the
9 rail was taken off, and car traffic and truck traffic
10 was allowed to use the entire width of the lower
11 deck. The actual deck on the southern lower edge was
12 actually lightened.

13 So we envision that the greatest
14 opportunity to add dead load to the structure is on
15 the southern side and on the lower deck. So we're
16 pursuing economy at the greatest opportunity.

17 If I can, I can walk you through the
18 bicycle route right now, as you would take it from
19 Oakland to San Francisco.

20 On the eastern side, on the Oakland
21 side, the bicycle facility would be contiguous with
22 the bicycle facilities that are planned currently,
23 that are associated with the construction that is
24 currently underway on the eastern side of the bridge.
25 So there would be continuity between the two bicycle

1 facilities.

2 The bicycle path would travel across
3 the eastern spans, especially as an extension of the
4 new bridge, the deck width. And as you approach the
5 island on the eastern side, the bicycle path would
6 essentially be carried by an additional widening of
7 an eastbound on ramp and would take bicyclists off
8 onto the island on the southern side. The bicycle
9 route would go along the southern side of the island.
10 There is a narrow road there. Two cars can barely
11 pass. We have evaluated the situation, and we
12 decided the most economical and safest way to proceed
13 with the bicycle facility here is to actually
14 separate the bicycle facility from that narrow road.

15 Two things would benefit by that.
16 One, we separate the bicycle traffic from the car
17 traffic, which is good for safety. And the retaining
18 wall system that would be necessary to stabilize a
19 level field or level area for the bicycles to travel
20 on doesn't have to be as great. You're only talking
21 about a bicycle -- 12 feet of width. And if it was
22 incorporated to the existing road, the retaining wall
23 would have to be much taller, and larger expenses
24 would be incurred.

25 By the time the bicyclist rides on the

1 western side of the island, an additional structure
2 would have to be added, to take the bicycle path from
3 the southern side of the island onto the western
4 span. An additional structure has to be constructed
5 there.

6 And then once on the western span, as
7 I mentioned earlier, the bicycle path would be on the
8 southern lower side, to take advantage of the
9 greatest opportunity for the ability to add on the
10 extra dead and live load, and it would travel along
11 the southern lower side of the western span, go
12 around the towers will legal site clearances. That's
13 an issue for bicyclists' safety.

14 As we approach the San Francisco side,
15 there is a temporary structure -- there was a
16 temporary structure planned for the west approaches
17 as part of the retrofit program. That temporary
18 structure would be, essentially, recommissioned as a
19 permanent structure, and we would allow the cyclists
20 to touch down, essentially, via the Steurt Street
21 ramp on Bryant near Rincon.

22 The facilities, the cost. From the
23 island inclusive all the way, the west spans,
24 including the west approaches touching down, those
25 costs are 65 million dollars.

1 If you add that to the cost of the
2 skyway alternative on the eastern side, that totals
3 to 149 million dollars. If you take the 65 million
4 for the bicycle facility on the island inclusive
5 west, including the west approaches, and you add that
6 to the double tower cable-stay alternative, 102
7 million dollars, that jumps to 167 million dollars
8 for the bicycle path facility from one side to the
9 other.

10 Some additional pieces of information
11 I want to make sure everybody understands. A
12 detailed wind and seismic analysis has not been
13 carried on on this system. There are hundreds of --
14 there are tens of thousands of members on the western
15 span that would have to be evaluated, and that would
16 take a significant amount of time.

17 Some bicycle elements -- some bike
18 path elements do not meet ADA. And there is a
19 judgment there, and I wanted to make sure that's
20 perfectly clear.

21 With that, the presentation concludes.

22 CHAIRPERSON KING: Thank you.

23 Next will be Dennis Mulligan.

24

25 / / / /

1 PRESENTATION BY DENNIS MULLIGAN

2 MR. MULLIGAN: Good evening, Madame Chair.

3 At the last meeting in Suisun City, Commissioner
4 Hsieh requested that we evaluate adding a ramp onto
5 the island side.

6 I have a handout. The handout
7 includes two sheets. One shows the new bridge
8 constructed on a northern alignment, and the other
9 shows the new bridge constructed on a southern
10 alignment. We show that because that issue has not
11 been resolved. That is one of the issues the design
12 panel will be considering at their next meeting.

13 With respect to that, I'll give a
14 brief description of Yerba Buena Island. Yerba Buena
15 Island is approximately 150 acres. It's a natural
16 island in San Francisco Bay. The elevation from sea
17 level is 350 feet. } That presents some challenges
18 with respect to any construction being constructed on
19 the island.

20 With respect to that, I'll walk you
21 through the Yerba Buena on ramp as it exists today,
22 and what we propose as one alternative that you may
23 wish to consider.

24 Currently, the westbound onramps,
25 there are two: One on the east end of the tunnel,

1 and one on the west end of the tunnel. Those ramps
2 currently have a stop sign and a stop bar, with a
3 rather nominal, to be polite, space for a vehicle to
4 accelerate from a stop to full freeway speed and then
5 merge into the flow of traffic.

6 Recognizing that there is a desire to
7 modify that, we developed an alternative, which is
8 shown here, and it's shown in your handout. That
9 alternative pulls back from the tunnel, and we move
10 the ramp to the east side of the island. The reason
11 being, on the west side of the island there is a
12 suspension bridge. The cables come down on the Bay
13 Bridge there, so there is no room to modify the
14 bridge there to provide an extra width for a merging
15 distance for some lane. The only way to accomplish
16 that is on the other side of the tunnel.

17 This ramp right here provides a much
18 greater distance for the motorists to accelerate and
19 to merge into the flow of traffic. It would be a
20 more comfortable experience for the driver. However,
21 this ramp is up in the air quite a ways here, so
22 there may be some visual impacts associated with
23 that.

24 With respect to the westbound off
25 ramp, that is currently on the left side. You would

1 switch that to the right side and have it come on at
2 the same terminus on the island. So a driver from
3 outside the region, who is not familiar with the
4 area, typically expects an off ramp on the west side.
5 So it would provide a less confusing experience for
6 them.

7 With respect to that, it's important
8 to know that currently the westbound on ramp from
9 Treasure Island, the manmade island, has a more
10 direct access to the bridge. These ramps would tie
11 on in a different place. And the existing road
12 system on the island might not be able to accommodate
13 the trips, depending on the reuse on the island.

14 With respect to the eastbound ramps,
15 the eastbound off ramp is virtually unchanged. We
16 did feel that the eastbound off ramp in its current
17 configuration can work.

18 The eastbound on ramp would provide a
19 standard acceleration distance and merging and
20 meeting distance for a vehicle.

21 With respect to the island, the
22 southern and northern alignment, there is issues tied
23 with the reuse of the island. Currently on this
24 portion of the island, on the south side of the
25 island, that space is occupied by the Coast Guard.

1 To the north side, it's currently
2 occupied by the navy, but will be shortly transferred
3 to San Francisco as part of the reuse. So there are
4 some distinctions between the northern and southern
5 alignment on the island with respect to the impact to
6 the navy or San Francisco planned reuse.

7 The principal changes to the ramps are
8 that they provide an enhanced meeting distance and
9 acceleration distance to the onramps.

10 The off ramps, in the westbound
11 direction, it switches it to the right side and
12 provides adequate distance to come to a stop.

13 There are visual impacts with the
14 ramps in this area. It's important to note that.
15 There are land reuse issues, and the existing roads
16 on the island may not be adequate for the ramp at its
17 location. However, the cycle viaduct on this side of
18 the island, the west side, where the current access
19 is, that has to be seismically retrofitted, so it is
20 a structure that would need some additional work.

21 We developed a cost estimate for just
22 the ramp modifications shown here and in your
23 handout. That cost estimate does not include
24 modifications to the road on the island which may be
25 necessary. The cost estimate for these ramps is

1 approximately 25 million dollars.

2 CHAIRPERSON KING: Thank you.

3 Does that conclude your report, Steve?

4 MR. HEMINGER: No, Madame Chair. There are
5 two other items on the staff report.

6 Item C has to do with the engineering
7 and design advisory panel. You mentioned in your
8 opening remarks that the panel will be holding a
9 three-day workshop Monday, Tuesday, Wednesday next
10 week at the Waterfront Plaza Hotel in Oakland. You
11 and the members of the public are, obviously, welcome
12 at that event.

13 They will be reviewing the 14
14 proposals that we have received, four of them from
15 Caltrans and ten from outside design firms. The
16 members of the Task Force have those at their seat.
17 We have one additional copy available for everybody
18 else to look at. We had to mail them out to the
19 members of the panel around the Bay Area, around the
20 country, around the world, in fact, for their
21 participation next week. So that is taking place
22 then.

23 And what's also attached to your
24 memorandum at your seat is a copy of the design
25 criteria that the panel has agreed on as to what will

1 guide them in their evaluation of these different
2 proposals that they will be reviewing from Caltrans
3 and other parties.

4 Finally, Item D in our staff report
5 has to do with the summary of the other public
6 comments that we received. As you noted, these
7 public hearings are only one forum for doing so. We
8 have been receiving a lot of telephone calls and
9 letters and e-mail.

10 We'll be giving you a final report at
11 your next meeting in June. But as of today, you can
12 see the last page of the memorandum indicates that
13 the bike lane continues to be the most heavily
14 lobbied issue of the bunch, that public opinion is
15 about evenly split, although not very substantially
16 registered on the issue of what kind of bridge to
17 build.

18 There is also a substantial amount of
19 comments so far on the issue of bus or light rail, a
20 lane or provision for that on the bridge, and a few
21 folks talking about poles and other issues.

22 So if you have no comments or
23 questions, that concludes the staff report.

24 CHAIRPERSON KING: Are there any questions
25 from staff?

1 MR. SIRACUSA: Steve, from our point
2 of view, which is the best part of the retreat, or
3 the other work that the design group is participating
4 in, that would be helpful to us?

5 MR. HEMINGER: Well, let me just
6 briefly lay out the schedule, and you can make your
7 own call on that.

8 The first morning will be a background
9 briefing from Caltrans on the site itself. There is
10 a lot of very difficult geology to deal with at the
11 site, and you just can't throw any bridge from around
12 the world onto it and it will work.

13 Then on Monday afternoon and all day
14 Tuesday will be when the proposals are considered
15 from the presenters. We have tried to organize them
16 according to bridge type. So we'll be seeing a lot
17 of cable-stay bridges on Monday afternoon, and on
18 Tuesday some suspension spans and viaduct and other
19 types.

20 On Wednesday, we hope the
21 presentations will be concluded and the panel will be
22 deliberating on which kinds of bridges or which
23 bridge types it wishes to consider for further
24 analysis as to seismic performance, as to cost, and
25 other considerations. So the presentation will be

1 the first two days, the deliberations on the third.

2 CHAIRPERSON KING: As I indicated in my
3 opening remarks, we would be joined by Mayor Harris
4 of Oakland.

5 Mayor Harris, do you have any
6 comments?

7 MAYOR HARRIS: I would like a copy of the
8 design views.

9 CHAIRPERSON KING: Staff will get that to
10 you.

11 To the public, as you see, it's our
12 job to, at some point, make a single united
13 recommendation to the state of what we'd like the
14 bridge to be. And so we are ever expanding our
15 options, and we need to now begin to limit them.

16 We are committed to maintaining the
17 ambitious schedule that we have, and we will be
18 coming together with the final decision on July the
19 16th. So we hope that you will fully participate up
20 to that point.

21 And understand that, because of the
22 safety considerations which are very real for the
23 people of our region, we will need to move
24 expeditiously and will not be continuing public input
25 after we make that final decision. So please get all

1 of the information in, that you can, prior to that
2 time.

3 And we have very interesting and new
4 ways for you to do that, which you will now hear from
5 Dennis Mulligan from Caltrans. He's the deputy
6 district director. And he'll show you a video on
7 four of the bridge design alternatives that have been
8 studied to date.

9 Dennis will also show us a special
10 simulation of three of the designs developed by some
11 high tech firms in Silicon Valley, at the request of
12 State Senator Bill Lockyer. And I believe when you
13 look at those -- and they are also on the internet --
14 you will have an enhanced opinion of how you might
15 like to see this bridge look.

16 And if you have an opportunity to do
17 that from your own computers, or if you have an
18 opinion tonight, please call in and voice that
19 opinion. My opinion changed radically after having
20 sort of lived the experience through high technology.

21 Before I continue -- or Dennis
22 continues with his presentation, I want to remind the
23 speakers to please fill out one of the
24 request-to-speak forms available on the table in the
25 back and hand them to one of the MTC staff people.

1 And when you speak, you will have an opportunity to
2 speak for three minutes, please speak directly into
3 the mike and give your name, address, and spell your
4 name, because all of these comments are being
5 recorded and will be shared with others.

6 MR. MULLIGAN: Thank you, Madame Chair.

7

8 PRESENTATION BY DENNIS MULLIGAN

9 MR. MULLIGAN: First we'll show you a brief
10 presentation that highlights some of the issues
11 associated with the new East Bay span. For your
12 convenience, we have a handout that was available
13 when you came in. So it's not necessary to break
14 down all the cost figures. It contains all the cost
15 figures as part of the presentation.

16 (Videotape shown.)

17 We'll do our next presentation sans
18 music. Before we get to that, I would like to
19 highlight one thing.

20 The cost estimate for the west span is
21 391 million dollars. That covers the west suspension
22 spans, and it also covers the ramps and west approach
23 into San Francisco from 5th Street back to the
24 anchorage. That includes all the ramps leading up to
25 the Transbay Terminal, but it does not include the

1 Transbay Terminal building itself. Stuart Sunshine
2 will be doing a presentation a little later.

3 With that, I would like to introduce
4 Greg Bayol, who will walk you through a computer
5 simulation prepared by Coryphaeus and Silicon
6 Graphics.

7

8 PRESENTATION BY GREG BAYOL

9 MR. BAYOL: This is going to last some
10 time, so I can get into this fairly slowly. I hope
11 you can see it. Even as close as this is, the image
12 is pretty dim.

13 (Videotape shown.)

14 But when Caltrans notified us that
15 they were considering a replacement bridge to the
16 east span, I was contacted by Coryphaeus Software and
17 offered an opportunity to have them prepare, at their
18 cost, an urban simulation, which this is a videotape
19 of a real-time simulation of traveling around and
20 looking at, from a distance, various types of bridge.

21 At that time we were looking at --
22 things are happening very quickly here, as you may
23 have noticed, and as the new -- as we got new
24 information, it was incorporated into this as quickly
25 as we could do so. And we hope to be adding more

1 information, to make this more representative of
2 where we are, at a future date.

3 With any large public works project,
4 it's really valuable to be able to know what it's
5 going to look like when it gets completed. When the
6 Bay Bridge was being conceived, there was a model
7 made and on display at the Ferry Building many months
8 before construction. And it was a detailed model.
9 We had it up to just a few years ago. We lost it in
10 a fire. But it was an incredibly detailed model.

11 One of the important aspects of this
12 simulation is the setting, the accuracy of the
13 setting. All of the elevations of Mt. Tamalpais
14 there and Angel Island and Yerba Buena Island are
15 accurate from satellite data that was input into
16 this. The elevation of the bridge is accurate.

17 As you're in the images where you're
18 traveling across the bridge, the rails are accurate.
19 So, you know, the view you're going to get, if this
20 bridge is built, is accurate. There is a -- later on
21 in this simulation you're actually placed in an
22 automobile. The height of the car is accurate.
23 Everything is accurate. But most of the very
24 important issues are covered.

25 CHAIRPERSON KING: But there is no traffic

1 on the bridge. (Laughter.)

2 MR. BAYOL: Unless something happens
3 between now and 2004 -- I mean this is not an
4 engineering document, so to speak. It really
5 addresses how you feel about the bridge. It's a more
6 of an aesthetic. It can be done extremely
7 accurately. At this point, of course, it couldn't
8 be, given the short time that they had to work with
9 it. But the lane widths are correct, like I say, and
10 the rails.

11 But when you're building something
12 that is so imposing and enduring, the size and
13 appearance of it is extremely important. And
14 especially when you are replacing a bridge that is a
15 landmark on the bay, we want whatever you're
16 replacing it with to be up to that role, one of the
17 most beautiful urban settings in the world.

18 We're viewing this from various
19 vantage points. This is a location on the water or,
20 I guess, on the outer part of Treasure Island, or
21 right on the water.

22 This is a viaduct and single tower
23 cable-stay.

24 This would be the view from the
25 Oakland side looking towards San Francisco. And you

1 can see, as we recycle through the bridge -- it's
2 kind of difficult to see, but you can see the towers
3 of the suspension portion of the bridge on the other
4 side of the Yerba Buena Island and Golden Gate Bridge
5 to the right.

6 This is a view from just west of Angel
7 Island, from the Richardson's Bay area. It's one of
8 the parts of the bay that has a view of the entire
9 bridge, so it's important how the bridge appears from
10 this location.

11 Now we're as though we're in a car.
12 The car is traveling 50 miles an hour speed limit.
13 We are cycling through the various designs that we
14 have gotten to this point. Turning back, looking to
15 see.

16 VOICE FROM THE AUDIENCE: This is all one
17 design, right? It appears the same.

18 MR. BAYOL: The general design of the tower
19 is, yes, more or less the same. It's just -- the
20 scope is the same. The people who are doing this had
21 no other details to work with. We would hope to have
22 those more accurate in the future.

23 It's really too bad it's dim, because you
24 really get a good feeling of what the view would be
25 like. But you don't get to that when you're on the

1 lower deck, going toward the east bay. You don't see
2 the hills like this.

3 Now we're heading back in the other
4 direction. This just demonstrates all simulations
5 put together.

6 An important thing to notice at this
7 point is the change of the view you get of San
8 Francisco, with the bridge to the north, and then
9 from the east side of Yerba Buena Island you get a
10 much more expanded view of downtown San Francisco.

11 This is a very important part to watch
12 because you really get a sense of what it would feel
13 like to not have any superstructure above the road,
14 or not have a bridge underneath you, either.

15 (Laughter.) The advantage of this is the ability to
16 view this from just about any advantage point.

17 The most difficult part of the
18 simulation is actually completing the setting. As we
19 get it more refined, we would hope to not only make
20 the bridge more accurate, but also we could change
21 and include other designs. We have been told that
22 could take anywhere from two days to a week to
23 complete a new design simulation.

24 Okay. This goes on for quite a while,
25 but I think we have seen most of the views. Thank

1 you.

2 CHAIRPERSON KING: Thank you.

3 You will be able to call this up on
4 the net. And as we get to some different designs and
5 start to limit those, we would hope to be able to
6 create another simulation so people can have a chance
7 to vote. It's a wonderful way to have public
8 participation in a way that we haven't had before.

9 In the beginning of our deliberations,
10 we were requested, specifically by Commissioner Jon
11 Rubin, to make sure that issues related to the
12 Transbay Terminal in San Francisco were considered.
13 We also received that request from the AC Transit
14 board.

15 Now I'd like to introduce to you
16 Stuart Sunshine, from the office of San Francisco
17 Mayor Willie Brown, to discuss issues related to that
18 subject.

19

20 PRESENTATION BY STUART SUNSHINE

21 MR. SUNSHINE: Thank you, Madame Chair.
22 For the record, Stuart Sunshine, representing Mayor
23 Brown's office.

24 The issue of looking at the Bay
25 Bridge, not only the eastern span but the bridge in

1 totality, is important to us. Improvements to the
2 entire Bay Bridge corridor will ease the impact and
3 congestion of the east span.

4 I have been asked by this design panel
5 to give a brief presentation on the Transbay Terminal
6 problems in San Francisco.

7 As you know, the Transbay Terminal is
8 owned and operated by Caltrans. The terminal has
9 been part of the bridge since its inception in the
10 late 1930s. Caltrans approached the City, indicating
11 they have health and safety problems with the
12 terminal and associated dedicated ramps leading to
13 and from the Bay Bridge.

14 The City, working with the regional
15 transit operations and MTC and Caltrans has developed
16 a solution for Caltrans which would replace the
17 antiquated terminal on state-owned land once occupied
18 by the elevated highway ramps. The City is moving
19 forward with the project planning and is expecting a
20 more detailed design and environmental review and
21 exploration of the ownership opportunities and
22 funding scenarios.

23 San Francisco is financially willing
24 to participate in a program. However, we view the
25 terminal as part of the bridge and an important

1 regional facility. We are not prepared to go into
2 this alone.

3 As I indicated, the terminal has been
4 historically linked to the bridge and bridge building
5 and ramps, which help to provide a regional transit
6 service along the transbay corridor. We believe that
7 the ramps should be designed and retrofit at the same
8 time as the western approach ramps are being designed
9 and retrofitted. There is also an opportunity to
10 continue to link the new terminal to the bridge as
11 well as its funding because they are functionally
12 related.

13 At this time I would like to ask the
14 City staff to briefly walk you through the terminal
15 design concept. I'm going to turn it over to Larry
16 Bradner, who is the project manager with the City
17 Planning Department, and Bill Carney, who is project
18 manager for the Redevelopment Agency.

19

20 PRESENTATION BY LARRY BRADNER

21 MR. BRADNER: I'm Larry Bradner, with the
22 San Francisco Planning Department. Thank you for
23 this opportunity.

24 I'd like to first point out and orient
25 you on this map. In the yellow, you can see the

1 existing terminal, which was built as part of the Bay
2 Bridge. In the orange is the proposed Main/Beale
3 entrance, the Main/Beale south of Howard and north of
4 Folsom Street.

5 The terminal is a regional transit
6 facility, serving AC Transit, Greyhound, Golden Gate,
7 and SamTrans. So it does serve the entire region.
8 This terminal serves the entire Bay Area and should
9 be incorporated as part of the existing Bay Bridge or
10 proposed replacement.

11 A new terminal will improve transit
12 efficiency and increase capacity for the Bay Bridge
13 and all routes, both transit and auto uses. The new
14 plan will separate auto traffic on First and Fremont
15 from surface bus transit, thereby improving access to
16 the Bay Bridge for autos and for surface transit and
17 regional transit providers.

18 With that, I would like to explain and
19 go through the alternative very briefly. This is the
20 ground floor of the facility. You can see at the top
21 Howard Street, Main, Folsom, and Beale. On the
22 ground floor would be a local transit facility
23 serving Muni, surrounded by retail and lobby linking
24 it to a second level. So this would be a pleasant
25 facility from the street level.

1 On the right you can see the upper
2 deck, with the direct connection to the Bay Bridge.
3 This would serve AC Transit and Greyhound. There
4 would be approximately 17 bays for AC Transit and 11
5 for Greyhound, meeting the local regional needs. In
6 the future, this terminal could be expanded either by
7 adding a second deck above this deck or by moving
8 Greyhound to the surface terminal and improving --
9 adding five bus bays for AC Transit.

10 With that, I would like to turn it
11 over to Bill Carney.

12
13 STATEMENT BY BILL CARNEY

14 MR. CARNEY: I'm Bill Carney, representing
15 the Redevelopment Agency of San Francisco.

16 As Larry described, we have here a
17 workable solution to the severe seismic and other
18 problems of the current Transbay Terminal. This is a
19 solution that works for the transit operators because
20 it's grown out of a long process of detailed
21 discussions with the transit operators about their
22 operational needs. It also works for the City
23 because it allows development of a very dense but
24 highly human urban district founded on good transit
25 access.

1 The west end of the Bay Bridge forms
2 one of the most dramatic entrances to one of the most
3 beautiful cities in the world. We're ready to make
4 sure that the new Transbay Terminal is a fitting part
5 of that experience, the state-of-the-art transit
6 gateway to a revitalized gateway district of San
7 Francisco. We look forward to working with you to
8 capture this historic opportunity.

9 MR. SUNSHINE: Madame Chair, we are
10 available for questions regarding this project.

11 I would like to point out that what
12 Mr. Mulligan said regarding the western approach
13 ramps is important. We view the ramps -- the
14 coordination of the ramp with the City and its ramps
15 to be vital. We also are expecting to work with you
16 regarding the ramps leading to and from Yerba Buena
17 Island and Treasure Island. As Mr. Mulligan pointed
18 out, that is being turned over to the City even as we
19 speak here. The transition is now done.

20 CHAIRPERSON KING: Commissioner Siracusa.

21 MR. SIRACUSA: We at MTC are interested in
22 stimulating ridership. You mentioned AC and
23 Greyhound, but there was no mention of Muni and
24 SamTrans. We want to get people up and down the
25 Peninsula to get across the bay. How do you answer

1 that?

2 Commissioner, when we started this
3 program we did sit down with all the transit
4 providers that used the facility as well as those who
5 passed through the facility, and those two stood in
6 front, which is SamTrans and Muni.

7 In fact, this design has relocated
8 them from the foot of Mission Street and invited them
9 into the facility. They will be on the bottom floor,
10 while AC Transit is on the top floor. One of the
11 goals was to free up the Mission Street corridor for
12 both Muni and SamTrans.

13 CHAIRPERSON KING: Any more questions?

14 MR. RUBIN: I just want to say that it is
15 important to remember that transit is transit for
16 this bridge. And this terminal is intrinsic to
17 transit, and always has been. I think it's important
18 to keep it attractive.

19 CHAIRPERSON KING: STUART, I have some
20 questions that were submitted to me by John Woodberry
21 of AC Transit. I would like to give them to you and
22 ask if you would respond to him in writing.

23 MR. SUNSHINE: I would be happy to do so.

24 CHAIRPERSON KING: Thank you. Okay.

25 MAYOR HARRIS: I just wanted to ask San

1 Francisco, either officially or through the
2 representative of the Mayor, does the Mayor have any
3 position on other aspects of utility on the bridge,
4 the retrofit to the bridge?

5 Because you're viewing minimal changes
6 to it doesn't seem to offer any opportunities for any
7 other creative use of the bridge, i.e. pedestrian or
8 bikeways, those kinds of things. I was wondering
9 whether or not San Francisco has a position on that
10 at all.

11 MR. SUNSHINE: Not at this point. The
12 Mayor was planning to be here. But, of course, I am
13 attending and speaking for him. But we do plan on
14 observing this process and working with you
15 throughout. If we do take a position, we will let
16 you know.

17 CHAIRPERSON KING: Now it's our turn to
18 here from you. I have a number of comment cards.
19 And I would like to ask you to please step up to the
20 mike as I call your name, to restate your name so the
21 court reporter can record it correctly, and spell it
22 if it's a difficult name.

23 We have a lot of cards. I would ask
24 people to please be concise in their comments and try
25 not to be redundant. If you can associate yourself

1 with a former speaker's comments rather than going
2 through the entire presentation, if it's similar, we
3 would appreciate that very much, in the spirit of the
4 time we have.

5

6 STATEMENT BY STEVE STANLEY

7 MR. STANLEY: Thank you, Madame Chairman.

8 My name is Steve Stanley. I'm a
9 resident of Berkeley. I'm here as a member of the
10 East Bay Bicycle Coalition and also the Bicycle
11 Friendly Berkeley Coalition, whose T-shirt I'm
12 wearing.

13 I'm here to speak for access for
14 pedestrians, wheelchair users, and bicyclists for the
15 entire Bay Bridge.

16 As I thought on this, the one thing
17 that stands out to me is that this is the one chance
18 we get to build this bridge for a bridge that our
19 children are going to use and their children and
20 their children after that. And I would really be
21 proud to know that we have been forward looking
22 enough to build it right and make it accessible for
23 more than just automobiles. Thank you.

24 CHAIRPERSON KING: Thank you.

25 MR. STANLEY: Oh. And I would like to

1 share my time, too, with my friend, Pamela Dahl. She
2 is also a resident of Berkeley.

3 CHAIRPERSON KING: Thank you.
4

5 STATEMENT BY PAMELA DAHL

6 MS. DAHL: Thank you. I agree with Steve.
7 We need (unintelligible) that is wheelchair
8 accessible. (Unintelligible) as we become more and
9 more aware of environmental concerns, we will need to
10 (unintelligible) of clean transportation. I also
11 speak highly of (unintelligible) the higher span ADA
12 accessible. Thank you.

13 CHAIRPERSON KING: Thank you. Hassan.
14 Astanaeh, followed by Gary Black.

15 EQUIPMENT TECHNICIAN: They've just turned
16 the lights on, and now I've got to tell security.
17 That might take two minutes.

18 CHAIRPERSON KING: We'll take two minutes
19 while we take another speaker. I'll ask for Eugene
20 Phillips to come up. Eugene Phillips, followed by
21 Michael T. Brink.
22

23 STATEMENT BY EUGENE PHILLIPS

24 MY PHILLIPS: My name is Eugene Phillips.
25 I live in San Francisco, 218 Ellsworth Street.

1 Like everyone else, I couldn't resist
2 drawing my own bridge design. What I really want to
3 to explore was another retrofit option. And what I'm
4 proposing is a cable-stabilized system to lace all
5 the decks of the existing bridge together, so in case
6 of an earthquake, there is a real flexibility, but we
7 don't have a problem with the deck elements dropping
8 away. Also, I have drawn in an overall stabilization
9 system to maybe keep the towers from swaying too much
10 and providing too many loads.

11 So I have a drawing here which I would
12 like to submit. It's really the existing bridge with
13 a cable system. And there is another detail. I drew
14 how a cable could lace through the existing
15 structure.

16 So I would like to submit this as a
17 variation of a retrofit system. And, hopefully,
18 other people will have other variations.

19 CHAIRPERSON KING: Thank you very much.
20 Caltrans will take your drawings.

21
22 STATEMENT BY MIKE KIESLING

23 MR. KIESLING: Good evening. I'm Mike
24 Kiesling, K-i-e-s-l-i-n-g.

25 I'm here to support, first, your idea

1 that has been mentioned, that the Bay Bridge was
2 built as a multi-modal facility. When it was
3 originally built, it had nine lanes for traffic, two
4 lanes for rail. When it was retrofitted in the '50s,
5 an extra lane was gained and split five and five..
6 From that time, the tolls from the Bay Bridge were
7 used for the construction of the BART tube.

8 In your deliberation over the design
9 and additional options for a new bridge, it's very
10 important to consider capacity for the future through
11 the inclusion and beginning of a new bus lane to
12 speed more transit back and forth across the bridge.
13 This is probably the most cost-effective way to add
14 capacity between the East Bay and the West Bay and
15 without looking at the horizon for another bridge or
16 another BART tube.

17 The second issue, I would like to
18 speak along with the idea that the Transbay Terminal,
19 where this transit would be coming into the City,
20 also needs to be carefully considered, and I'd like
21 you to, in your deliberations, look at the option
22 that is also being explored for building a new
23 terminal at the site of the existing Transbay
24 Terminal, which is closer to downtown San Francisco.

25 I have some drawings that I would like

1 to submit here. I have done some extensive work
2 originally with the Caltrans extension plan, and a
3 lot of the information that I originally developed
4 for that is being used to plan the extension of
5 CalTrain at the existing Transbay Terminal site.

6 So I think it's important, throughout
7 your deliberations, that you also seriously consider
8 not only the option for the Main/Beale terminal,
9 which would be south of Howard Street, but also for
10 rebuilding in conjunction with CalTrain at the
11 Transbay Terminal site. There is the information.
12 Thank you very much.

13 CHAIRPERSON KING: Thank you for coming
14 forward. The person I actually called was Michael T.
15 Brink.

16 MR. KIESLING: Sorry.

17
18 STATEMENT BY MICHAEL T. BRINK

19 MR. BRINK: Thank you, Madame Chairperson
20 and members.

21 One quick observation. I think when
22 the time comes to discuss the replacement of the
23 western suspension spans on the Golden Gate Bridge,
24 for that matter, and certainly we'll be discussing
25 the modern material, modern design bridge, which

1 looks very much like the original. And I don't think
2 it's too early to consider this here.

3 This is a possible supplemental
4 proposal. The total irrevocable loss of half of this
5 historic structure might not be necessary. Indeed,
6 it is the ultimate fate of these Eiffel Towers of the
7 East Bay waterfront we are here to examine.

8 Whatever mishmash of designs one may
9 see them to be, so are the Paris and New York
10 skylines, and so is the San Francisco Bay skyline, in
11 so many variations of type and degree. If not a
12 modern replacement bridge identical, but at least
13 similar, to the appearance to the original Bay
14 Bridge, here is another approach.

15 What do we have here? A never again,
16 large, manmade landfill island in the middle of the
17 bay, connected to San Francisco to the west by the
18 greatest support tower suspension bridge in the
19 world, but with only one very unsafe lane of access
20 to the east of Yerba Buena, the Oakland side of the
21 Bay Bridge, the now beautifully lit art deco erector
22 set necklace of a formerly most functional double
23 decked rail and auto causeway.

24 Proposal: One, construct a new 10, 20
25 lane causeway north or south of the existing

1 structure. Two, remove the entire upper and lower
2 decks of the old East Bay half of the Bay Bridge.

3 Three, take ultralight open-air
4 streetcars from the East Bay on the then single new
5 deck old bridge to a more or less correctly restored
6 1939-1940 Treasure Island. Only a couple of limited
7 access traffic lanes, and these would double for
8 emergency purposes. And from the outer railing
9 inward on both sides bench, sidewalk, skating and
10 bicycle lanes. The old bridge could prove to be a
11 quite savable Atlantic City or Santa Monica style
12 light rail, pedestrian, roller skating, and bicycle
13 promenade extending from the East Bay waterfront all
14 the way to Treasure Island.

15 San Francisco-bound bicycle commuters
16 from the East Bay could take a handful of Treasure
17 Island and San Francisco ferries with a final leg if
18 access to the western spans of the Bay Bridge is
19 impossible. This is heartening to see that there is
20 a proposal to connect the bicycle lane all the way
21 through.

22 The potential here with the old bridge
23 is for the sudden establishment of an enormous, very
24 real alternative access beyond any of our wildest
25 dreams. In keeping pedestrian, bicycle, and light

1 rail access open throughout could in no possible way
2 be seen to impede any other development. On the
3 contrary.

4 Four, in the middle of the original
5 Treasure Island airfield, never constructed, a broad
6 non-structural multi-use art deco arena for your
7 Giants, 49ers, Olympic venues, whatever. Open space,
8 music, picnics.

9 Questions? Thank you.

10 CHAIRPERSON KING: Thank you very much.

11 Are we ready for the slides now?

12 If you don't want to start now, we can
13 go on with others.

14 PROFESSOR ASTANEH: The only thing is, we
15 need to turn off the lights, or dim the lights.

16 CHAIRPERSON KING: Okay. Let's take Edward
17 Howden. And after Mr. Howden, Dante Rodriguez.

18

19 STATEMENT BY EDWARD HOWDEN

20 MR. HOWDEN: I'm Edward Howden, 191 Upper
21 Terrace, San Francisco, retired former civil rights
22 activist, administrator, and federal mediator of
23 racial ethnic conflicts.

24 I rise mainly to endorse, as strongly
25 as I possibly can, the proposals for a pedestrian,

1 bikeway, and wheelchair access path across the bridge
2 all the way.

3 I'm sure you are well aware that
4 bicycle ridership is increasing all the time, and one
5 of the few things holding it back is the lack of
6 adequate facilities and pathways. This would be a
7 crucial thing to pass up this kind of opportunity.

8 As the vice-mayor of Emeryville has
9 said in a handout that I picked up just this
10 evening -- and perhaps he will be speaking to you
11 later -- this is an opportunity of a century. And it
12 is simply unthinkable that this kind of path should
13 not be included in this plan; healthful not only for
14 those who ride, but for all the rest of us -- which I
15 do some -- but for all the rest of the population in
16 terms of minimal and no pollution caused by that kind
17 of transportation.

18 CHAIRPERSON KING: Thank you. (Applause.)
19

20 STATEMENT BY DANTE RODRIGUEZ

21 MR. DANTE: In three minutes or fewer, I
22 would like to introduce myself, tell you why I,
23 speaking for thousands of bicyclists and citizens
24 across the East Bay and San Francisco, want you, our
25 public servants, to use our public money to build

1 included in the Bay Bridge design the bike path all
2 the way from Oakland to San Francisco.

3 My name is Dante Rodriguez, and I've
4 been a citizen of the Bay Area all my life. Two
5 years in Berkeley, about 23 years in Oakland, and
6 about six years at Stanford.

7 During my six years at Stanford, I
8 discovered the Dumbarton Bridge has a bike path. And
9 ever since I discovered that, I would always use that
10 bike path to ride home for the weekend or for
11 holidays from Stanford over to the BART station in
12 Union City. It's a beautiful ride. And riding long
13 distances makes you feel just wonderful. And I
14 really got into biking. And I'm not alone.
15 Thousands and thousands of citizens across the Bay
16 Area also enjoy biking. And any day of the week, any
17 daylight hour, just look at the Golden Gate Bridge,
18 and you can see how popular a form of transportation
19 biking is.

20 I currently live in Oakland and work
21 in San Francisco and would love nothing more than to
22 bike to work every day, which I would do. I have
23 enjoyed commuting on my bike when I have jobs in
24 Oakland. And currently I use public transportation.
25 But this would be just the most outstanding way to

1 send a message to everybody in the Bay Area that this
2 is something that we encourage and that we want to
3 spend our money on.

4 The time is most opportune right now
5 to take advantage of the changing designs and new
6 construction of the bridge, to put in this bike lane.
7 We have heard from Caltrans that the original design
8 of the western span already had strength enough to
9 carry trains. Certainly it will -- the design is
10 viable to include the bike path over there, as well
11 as to include it in the eastern span.

12 Basically, that's what we want to have
13 our public money spent on. And by doing this, we
14 would be encouraging all Bay Area residents to use
15 non-polluting, healthy forms of transportation. And
16 we would be sending the message to the whole world
17 that we are in the forefront of promoting this sort
18 of activity. Thank you.

19 CHAIRPERSON KING: Thank you.

20 Mike Levin. Conrad Oho.

21

22 STATEMENT BY MICHAEL LEVIN

23 MR. LEVIN: Thank you, members of the
24 Commission.

25 My name is Michael Levin. I'm a lifelong

1 resident of San Francisco. And I don't expect to be
2 able to attend future meetings, so I hope you'll take
3 what I have to say very seriously, as everyone else
4 here.

5 First of all, I want to express my
6 view that there are two misguided ideas that I have
7 seen come up ever since the discussion began of
8 building a new eastern span. First that the existing
9 eastern span, the cantilever bridge, is ugly and that
10 Oakland, poor Oakland, got the ugly bridge and San
11 Francisco got the beautiful bridge.

12 I consider the cantilever to be as
13 beautiful in its own way as the much admired
14 suspension spans, the Golden Gate and the San
15 Francisco/Oakland Bay Bridge.

16 I'm not an engineer, I'm not an
17 architect, but I think I have some common sense views
18 of aesthetics. And I admire the work of engineers.
19 Even when it's not intended to be aesthetic, it often
20 comes out that way. And that's how I feel about that
21 cantilever bridge and others like it. So I don't
22 think we should call it ugly.

23 When I was a young child riding in my
24 parents' car, looking up through the windshield, I
25 was fascinated by the way the girders appeared as you

1 ride along.

2 So I wish everyone would change their
3 view on that, who feels that that bridge is ugly.
4 It's not. That doesn't mean it belongs everywhere,
5 but it's beautiful where it is. I'm not saying that
6 you should keep that and retrofit it. If the cost of
7 the new bridge isn't that much more and would have
8 other advantages, I'm certainly open to that
9 suggestion.

10 The second misguided idea, as I view
11 it, is that any tower on a new bridge is better than
12 no towers at all. Just because the Golden Gate
13 Bridge has beautiful towers, and the San
14 Francisco/Oakland Bay Bridge suspension span towers
15 are much admired, that doesn't mean we have to have
16 towers on a new bridge.

17 It seems that there is just this idea
18 that you have got to have towers. It's not going to
19 look like the suspension span of the Bay Bridge, it's
20 not going to be the same. It will block views, in my
21 opinion, and especially because the new bridge, if
22 it's built, would be extremely wide. Instead of two
23 levels, it's going to have both directions on one
24 level, five 12-foot lanes each way. And especially
25 that twin tower design, such as the one in the

1 simulation, will even emphasize the width even more,
2 these massive, very wide towers. It's not going to
3 be like the suspension bridges that we love so much.

4 So no offense to the engineers who
5 designed those towers, but none of the towers that I
6 see on display, to me, are worth having if they are
7 not really needed. Why build the towers if you don't
8 need them?

9 The only advantage I can see of having
10 the towers is the cable-stay portions of the bridge
11 would not require piers on the water. So you'll have
12 a few less piers between the water and the bridge.
13 But is that a reason to have these huge monumental
14 towers which are not like the towers of the old type
15 of bridge?

16 So please consider this carefully, the
17 simple design, the skyway design, as it's called.
18 The arch design is interesting. Don't go for the
19 towers if we don't really need them. Thank you.

20 CHAIRPERSON KING: Thank you. And beauty
21 certainly is in the eyes of the beholder.

22 I think we're ready for the professors
23 to come forward now.

24

25 / / / /

1 STATEMENT BY HASSAN ASTANEH

2 MR. ASTANEH: Madame Chairman, honorable
3 members of the Bay Bridge Design Task Force, we are
4 very honored to be here, to take our three minutes,
5 and show you our design, proposed design, for the
6 east span of the Bay Bridge.

7 (Slide presentation shown.)

8 This is our bridge. Professor Gary
9 Black, who will follow me, he will talk about the
10 architectural aspects and other non-engineering
11 aspects of the bridge. And I will give you just the
12 brief introduction into what our bridge is. So I'll
13 talk about the structural and engineering aspects of
14 it.

15 I have been with the East Bay Bridge
16 for seven or eight years, working with Caltrans,
17 doing research, developing a number of project
18 information on retrofit. This is us on the cable
19 suspension part of the Bay Bridge.

20 With any bridge like this, you have to
21 really pay attention to your instincts as far as
22 soil. In our bridge, the tower is built on the rock.

23 The reason for a tower is, of course,
24 because we have the channel that is right inside
25 Yerba Buena Island. At this part of the bay, you

1 cannot put any span, you cannot put any pier to come
2 out to here, so you need a really long span. And for
3 that reason, you need a tower.

4 Our tower is in the rock. It makes it
5 very, very well behaved for seismic activity.
6 Extremely low seismic activity on our bridge.

7 And as far as the structure of the
8 bridge, we are promoting the use of steel, steel,
9 steel, and steel because it is ductile. Any time we
10 have any structures survive the earthquakes, if you
11 looked at it carefully, even the reinforced concrete
12 structure, it has steel in it.

13 You have to be able to bend, you have
14 to be able to really twist the structure without
15 breaking it. For that reason, our bridge is a steel
16 structure.

17 And one item that I want to show you
18 is, this is part of Kobe, the expressway that
19 collapsed. This is concrete part. And right here it
20 stopped, and you don't see any collapse here. The
21 reason is that it's steel. This is called in Japan
22 an elegant bridge. This is in Kobe. Cable-stay
23 bridge, extremely elegant bridge. Almost no damage.
24 For that reason, we are planning to have our steel
25 bridge.

1 This is just a straight bridge. This
2 is not our bridge. But this shows pretty much
3 computer analysis that this straight bridge doesn't
4 do well.

5 But in our bridge, our bridge does
6 extremely well under seismic activity. It's very
7 graceful motion, it's very gentle motion.

8 And one thing that you might have read
9 in the newspapers about our bridge, because of slope
10 of tower, when the bridge deck goes down, the tower
11 goes up and pulls it up. When the bridge deck goes
12 up, the tower comes down and balances it.

13 With that, I will yield the microphone
14 to my colleague, Professor Gary Black, to give you
15 the information on the architecture.

16

17 STATEMENT BY R. GARY BLACK

18 PROFESSOR BLACK: Yes. Professor R. Gary
19 Black, from the University of California Berkeley,
20 professor in the school of architecture, and the
21 architect half of this design team.

22 I have conceived of a -- the original
23 concept is a curved bridge in the plan, sweeping
24 deck, with a single great tower, supporting a roadbed
25 with a layout of cable that basically pulls it back

1 like a series of reins. And we would like to now
2 show you a video that we have made of the bridge.

3 The view of the new East Bay Bridge,
4 this view from Oakland and the East Bay, it will do
5 what the Golden Gate does for San Francisco. And we
6 present this design as a symbol of who we are on the
7 verge of the 21st century, as a reflection of our
8 highest technology, as a landmark befitting the Bay
9 Area and as a gateway into Oakland, a new land.

10 CHAIRPERSON KING: Thank you. That was
11 great.

12 I think we also have some visuals with
13 Mr. Dong.

14 Mr. Dong?

15 (Comments off the record. Setting up
16 overhead projector.)

17 CHAIRPERSON KING: Maybe we can hear
18 from Conrad Oho while they work it out.

19

20 STATEMENT BY CONRAD OHO

21 MR. OHO: Hello. My name is Conrad Oho.
22 I'm a resident of Marin County, Corte Madera. And
23 about five years ago I gave up use of a car
24 completely, and I have been getting around completely
25 by bicycle and public transit ever since.

1 I feel very strongly that people who
2 take the choice to reduce their contribution,
3 personal contribution, to pollution and congestion in
4 the Bay Area should be supported and encouraged by
5 the public officials. This is an extremely important
6 issue.

7 Caltrans presently has what I consider
8 a quite hostile position towards the general use of
9 bicycles as transportation. And I think they should
10 be reprimanded, and they should be actively
11 encouraged to include bicycle usage in all public
12 roadway facilities, including especially the critical
13 links, the bridge links across the bay, where there
14 is no reasonable alternative.

15 Thank you very much.

16 CHAIRPERSON KING: Thank you very much.

17 Doug Faunt.

18 MR. HEMINGER: The projector isn't going to
19 work. He can just --

20 CHAIRPERSON KING: Go ahead, Professor
21 Dong.

22
23 STATEMENT BY XUE, ZHEN DONG

24 PROFESSOR HSUE: I'm sorry, but my
25 projector may be damaged.

1 Madame Chairman, Mary King, and group,
2 I am Xue, Zhen Dong, senior structural engineer.

3 Based upon two special cautions for
4 structural analysis of cable-stay bridge and other
5 kinds of bridge with large span in high seismic
6 region such as the San Francisco Bay area, I had
7 raised up in last two public meetings held by
8 Caltrans and MTC.

9 In view of such cautions, we'll
10 present our design alternative for new bridge for
11 east span of the San Francisco/Oakland Bay Bridge.
12 This design alternative or conceptual design option
13 is designed by Professor Hsue, Chentung, American
14 consultant, bridge mechanic group, and reviewed by
15 Professor Zhong Wanxie, expert of bridge engineering,
16 bridge mechanics group, SKLESA PRC, member of Academy
17 of Science PRC. Also reviewed by Full Professor Lin,
18 Jiahao, who established the PEM of linear random
19 vibration structural analysis, bridge mechanics
20 group, SKLESA, PRC, State Key Laboratory of
21 Engineering Structural Analysis people.

22 Single A-shaped tower, steel,
23 3-dimension cable-stay bridge and R.C. arch bridge
24 composited structural system symmetrically spanned
25 1400 feet the waterway to Oakland harbor. The 3-D

1 cable-stayed on the bridge deck structure would help
2 under high seismic excitations as well as gust, heavy
3 wind. The single tower would be sunk into the
4 bedrock of Yerba Buena Island.

5 The third feature. Compositated
6 structural system with two kinds of bridge, each has
7 its own point.

8 Cable-stay bridge --

9 CHAIRPERSON KING: Mr. Dong, your time
10 really has expired. But what I want to let the
11 audience know is that you will be presenting at the
12 workshop. And we think you have done a lovely job.

13 PROFESSOR HSUE: Yes, I will be presenting
14 next week and will go into further.

15 CHAIRPERSON KING: Yes, you'll have more
16 time at the workshop. Thank you very much for your
17 hard work on this.

18 Mr. Doug Faunt. I want to caution
19 others, because we have so many speakers, if you can
20 shorten your time, if possible, and not be
21 duplicative, it will be helpful. Because I have
22 already lost two of my members, and I can't make this
23 decision by myself.

24
25 / / / /

1 STATEMENT BY DOUG FAUNT

2 MR. FAUNT: I'm Doug Faunt. I'm from
3 Oakland, California. Obviously, I'm a bicyclist.

4 I want to encourage you to provide
5 bicycle access for all the reasons that have been
6 presented earlier, at earlier meetings, and at this
7 one. And I just would like to say, we're very
8 concerned with aesthetics of this bridge and the
9 aesthetics of the view from it. Let's provide the
10 opportunity for people to be able to see it for a
11 significant period of time: rather than at 50 miles
12 an hour, 10.

13 Thank you.

14 CHAIRPERSON KING: Thank you.

15 Jeffrey Heller. Following Mr. Heller,
16 John Ringwater.

17
18 STATEMENT BY JEFFREY HELLER

19 MR. HELLER: Commissioners, I'm Jeffrey
20 Heller. I'm on your design review advisory panel. I
21 represent the American Institute of Architects, the
22 San Francisco and Oakland Museums, Structural
23 Engineers Association of California, and the Oakland
24 Metropolitan Chamber of Commerce, as well as others.

25 Our concern, of course, and it is

1 shared by many, is that this bridge be a bridge of
2 excellent design. And we believe, of course, that
3 good design does not cost any more. And we also
4 believe that good design does not take any more time.

5 As a matter of fact, as far as the
6 issue of time goes, there is some concern about the
7 time frame that we are working under right now, and
8 that with the whole process of a few years of
9 environmental analysis, that certainly the time
10 should be taken to do the design phase correctly.

11 I think it's very important that
12 people are clear on the fact that the designs they
13 see here today are only some of the designs, many
14 more of which will be reviewed next week at the
15 workshop, to which the public is invited. And I
16 believe you mentioned that. And the process will
17 then go into an evaluation process that will go on
18 for at least a month.

19 The Oakland Museum has volunteered to
20 exhibit the work that is shown at the workshop next
21 Monday, Tuesday, and Wednesday, for the period in
22 between that and the decision period, so that the
23 public can see fully all of the submittals.

24 We understand that we will have some
25 additional experts joining us. And we want to make

1 sure that Caltrans has done everything they can to
2 bring the international experts to the table, because
3 our group wants to be very sure that at the end of
4 this, we do get the fine array of options and a good
5 design. And certainly, if we did not feel that we
6 got that coming out of this process, we would ask
7 this Commission for more time, to extend that period.

8 But on the other hand, I do believe
9 that we entered this workshop with optimism, that
10 everybody has worked hard to bring the right people
11 to the table, and we look forward to that.

12 And finally I would say that, many of
13 the comments that have been mentioned here today,
14 including the advocacy for bicycles, the harmony of
15 this structure with the Bay Bridge primary structure
16 on the west span, the way the bridge relates to the
17 bay, and the way people will view the bay from the
18 bridge are all very important things, both to me
19 personally and to our group.

20 Thank you very much.

21 CHAIRPERSON KING: Thank you.

22 Jon Rainwater. Following him, Mark
23 Stout.

24

25 / / / /

1 STATEMENT BY JON RAINWATER

2 MR. RAINWATER: Thank you, members of the
3 Commission. My name is Jon Rainwater, spelled J-o-n
4 Rainwater. I'm the president of the San Francisco
5 League of Conservation Voters and would like to
6 address some of our environmental concerns
7 surrounding the bridge.

8 We really feel that environmental
9 concerns should share with issues of seismic safety
10 and cost and aesthetic concerns as primary concerns
11 in looking at the Bay Bridge. Like seismic concerns,
12 environmental concerns, many of them have serious
13 human health consequences when it comes to air
14 pollution. And those should not be forgotten. Those
15 are life and death issues, just like seismic safety
16 is.

17 There are environmental concerns
18 surrounding the structure of the bridge. Some of
19 those are addressed in the design criteria, like
20 dredging and concerns around wildlife and wildlife
21 habitat. We're also concerned about polluted runoff
22 going into the bay. The new bridge design provides
23 an opportunity to deal with some of those issues, and
24 we hope that that will become part of the design
25 criteria.

1 We're also concerned with the
2 replacement option. What do we do with the old
3 bridge? That's an environmental concern in terms of
4 demolition and disposal that we think should be part
5 of the design criteria.

6 At the center of this is transit.
7 Transit -- the bridge is not just a structure from
8 one side of the bay to the other. The bridge is the
9 linchpin of regional transit, and we think that
10 should be the center, particularly because of the
11 pollution concerns. And that's why we feel that rail
12 options need to be preserved. We have rail options
13 with the current bridge. If there is a new bridge,
14 if anything, rail options should increase, not
15 decrease.

16 We're not saying you have to build
17 rail tracks across the new bridge right away. We're
18 just saying, you need to preserve those options.

19 We also, of course, support bicycle
20 and pedestrian traffic across the bridge. That's
21 very important. That's the most environmentally
22 sound way to get across the bridge. And we also
23 support looking at dedicated bus lines for the
24 bridge. BART and the Bay Bridge are really reaching
25 capacity, and we need to look at other options for

1 moving people across the bay.

2 Finally, with financing, we think this
3 is a good time to bring up other ways of financing,
4 including congestion pricing. That's a sound
5 economic solution, and it's a sound environmental
6 solution.

7 And with regards to the Transbay
8 Terminal, we agree with the City that that should be
9 part of the financing. One disagreement we have with
10 some folks in the City is the location of the
11 Transbay Terminal. We believe it should be at the
12 current site, so it can be worked at the same site
13 with the CalTrain.

14 So those are some of the environmental
15 concerns we have. And we hope those will be
16 integrated into the design criteria.

17 Thank you very much.

18 CHAIRPERSON KING: Thank you.

19

20 STATEMENT BY MARK STOUT

21 MR. STOUT: Hello. My name is Mark Stout,
22 Madame Chair, and other members of the design team.
23 That's S-t-o-u-t. And I live at 178 Sandover Street
24 in San Francisco.

25 I'm a member of the San Francisco

1 Bicycle Coalition. And I'd like just to add weight
2 to what the previous speakers said regarding making
3 sure this is truly a multi-modal bridge. It should
4 definitely have bicycle and pedestrian access as well
5 as, I'd like to see priority transit access on the
6 bridge.

7 If we're going to move towards a truly
8 sustainable transportation future, we need to get out
9 of thinking that cars have priority everywhere.

10 One point that hasn't been brought up
11 is just the point about equity. As a non-car owner
12 -- I sold my car two years ago -- I can say that car
13 owners tend to have have a lot of autonomy and with a
14 lot of freedom about when and where they can go.
15 Whereas, people that don't have cars oftentimes have
16 those options taken away from them.

17 So if bicycle and pedestrian access is
18 not included as part of the package of the bridge,
19 you're taking away from a significant portion of the
20 population the freedom of making decisions about when
21 they would like to cross the bay.

22 And I just want to -- in closing, I
23 hope an EIR is being done for this project. And I
24 would hope that EIR would include not only the direct
25 impact of the construction of the bridge, but also

1 the indirect impacts that would come from different
2 modal splits that might result from different
3 features put on the bridge. Thank you.

4 CHAIRPERSON KING: Thank you.

5 Robert Pratt. Following Mr. Pratt,
6 Jerry Brace.

7
8 STATEMENT BY ROBERT PRATT

9 MR. PRATT: Good evening. I'm Robert
10 Pratt. I'm a California bicycle advocate. I want to
11 also encourage consideration for full bicycle access
12 between the two cities. I think that the bicycle
13 transportation in the Bay Area is growing, especially
14 in the East Bay. There are a lot of people who want
15 to get into San Francisco, who can't use BART during
16 commuter hours because it's restricted. Especially
17 coming out of San Francisco, you're not allowed to
18 take a bicycle on a BART train during commuter hours.

19 I'll also point out again that there
20 are approximately half a million bicycle trips
21 currently going on on the Golden Gate Bridge. So
22 with the population of the East Bay, it's realistic
23 to think that possibly somewhere between two million
24 and five million annual bicycle trips could occur if
25 bicycle access is provided.

1 Also, another consideration is the
2 Treasure Island development. Both areas from the
3 west and the east will want to access them, and that
4 would be a reasonable way. It would be a short trip
5 from San Francisco over to Treasure Island via
6 bicycle. And that would make it a practical
7 proposition and, I think, a high use activity.

8 Otherwise, hopefully, you'll give
9 serious consideration to the fact there is lots of
10 support. We would be willing to pay a toll to help
11 offset some of the costs. Thank you.

12 CHAIRPERSON KING: Thank you.

13 Jerry Grace. After Mr. Grace, Scott
14 Mace.

15
16 STATEMENT BY JERRY GRACE

17 MR. GRACE: Good morning. I mean -- sorry.
18 I don't mean to say "good morning." I mean good
19 evening, everybody. My name is Jerry Grace. I live
20 in East Oakland, California.

21 I'm glad I'm here today for this Bay
22 Bridge meeting. I love what I heard tonight. I
23 heard -- surprised a lot of people talk about the
24 bikes and everything else.

25 And my question -- I don't know if the

1 guy is here or not. But my question was, what do I
2 have -- I wish San Francisco Mayor Willie Brown is
3 here. And I hope he listens to this. But I'm sorry
4 he's not here, too. But I hope Willie Brown will
5 have this goal to make the little path for the bike.
6 If they do that, people will be happy, and good for
7 the people on the bike. And if they do that, that
8 would be great.

9 I'm hoping that -- my question is:
10 Would you have a sidewalk on the Bay Bridge? And if
11 it was, maybe it's a good idea to make a little path
12 for the bikes and people walking to the City. I hope
13 this is a good idea. But that was good, is to do
14 that, to go from this -- I can say that word -- from
15 there to the San Francisco, the City, and that would
16 really help to walk from there to there, and people
17 have a path to go easy.

18 And one other thing, last point I'm
19 going to say was, now since San Francisco has the
20 place, now that San Francisco bus is going down that
21 way now, this is good. It will be walking up or
22 down. I hope they go for the path for that.

23 CHAIRPERSON KING: Thank you.

24 MR. GRACE: Thank you very much. And we'll
25 see you again, Mary.

1 CHAIRPERSON KING: Thank you for coming.

2 (Applause.)

3 Scott Mace. And after Mr. Mace, Jason
4 Meggs.

5
6 STATEMENT BY SCOTT MACE

7 MR. SCOTT MACE: My name is Scott Mace,
8 M-a-c-e, 104 Elm Street in San Mateo.

9 I echo the bike access comments, and
10 also I'd like to make one point. The key to a
11 successful proposal of bike and pedestrian facility
12 could be how it is communicated and marketed to
13 drivers. In short, I think that communication to
14 drivers should be that the cyclists potentially
15 represent one less car, one less car seat. Also, it
16 could represent one less passenger on a rush hour
17 BART train or bus.

18 If this concept is communicated well,
19 then the bike/pedestrian facility will not be
20 perceived on talk shows and elsewhere as merely money
21 purportedly diverted from drivers' benefit. So
22 drivers stand to win here, too. Thank you.

23 CHAIRPERSON KING: Thank you.

24 Jason Meggs. Following Jason, John
25 Sutter.

1 STATEMENT BY JASON MEGGS

2 MR. MEGGS: Good evening, Commission.
3 I'm Jason Meggs. I'm the co-founder of the Bike the
4 Bridge Coalition. I hope you received our newsletter
5 tonight.

6 I'm proud to announce that we've been
7 conducting a petition of the general public, not just
8 bicyclists, and we have tonight approximately 2,000
9 signatures of people saying that it's very important
10 that a bike path be constructed, as soon as possible,
11 all the way across the Bay Bridge.

12 Let's see. I'm also very glad to see
13 a first preliminary design for a bikeway all the way
14 across the Bay Bridge. I would ask the Commission to
15 please ask Caltrans to look into any possibility
16 about a north side bikeway. That would be much
17 preferable and reduce the noise and pollution for the
18 cyclists, and be a better view. Very important
19 consideration.

20 I'm also curious -- it appears that a
21 fitted bikeway onto the existing span is cheaper than
22 including one in a new span, and that doesn't make
23 sense to me. I don't know. I just would like more
24 information on that.

25 Most cyclists are both motorists and

1 taxpayers. And it seems clear, in the economic
2 analysis, cyclists are paying at least their fair
3 share of a bikeway. It troubles me a bikeway is
4 considered an additional feature. It's a very
5 important feature of any bridge.

6 But the economic mandate to build a
7 bikeway goes way beyond tax and tolls. Because Bay
8 Area residents tend to change jobs so often, and are
9 prohibited from bike access, many who wish to get
10 free are incarcerated, if you will, into private
11 motor vehicle ownership, which is, on average, about
12 a 5,000 dollar a year burden for an individual.

13 Much of that 5,000 dollars goes out of
14 the state and even out of the country, which it could
15 be spent to invigorate the local economy.

16 Most of us who cannot afford a 6 to 8
17 dollar roundtrip on BART -- which of course is also
18 not 24 hour access, and it does not have commute hour
19 bicycle access -- could then reach jobs, services,
20 libraries, et cetera. Very valuable for helping
21 those who are economically disadvantaged, as well as
22 those who cannot drive, such as youth or the
23 disabled.

24 Beyond that, this is also a tourist
25 attraction, which is a boon and a big part of our

1 local economy, especially when you have Treasure
2 Island becoming part of -- I'm sorry. I'll wait.

3 CHAIRPERSON KING: You may go on, but you
4 have 40 seconds. And I want to make a sign which
5 will remind people of the three minutes.

6 MR. MEGGS: -- another feature of San
7 Francisco, a Bay Bridge bike path is vital.
8 Furthermore, the health costs of the automobile are
9 enormous, as you know. I won't go into that now.

10 I was one of the few people in the
11 room who saw the presentation. I was very glad to
12 see it. I would say that the views appeared better
13 from the one long overpass version. And in fact,
14 they all mostly look like one long overpass to me. I
15 would like to see it without the light in the room.

16 However, as far as the view of the
17 bridge, I thought it was preferable to the two
18 cable-stay -- the two towers seems more contiguous
19 with the west span.

20 Once again, please ask Caltrans to
21 look into a north side bikeway. Thank you.

22 CHAIRPERSON KING: Thank you.

23 John Sutter. Following John Sutter is
24 Ms. Roberts.

25 / / / /

1 STATEMENT BY JOHN SUTTER

2 MR. SUTTER: My name is John Sutter. I'm a
3 member of the board of directors of the East Bay
4 Regional Park District.

5 At its meeting this week, the day
6 before yesterday, the board of the park district
7 unanimously resolved to request the state to include
8 a pedestrian and bicycle lane on the proposed new
9 span. And the rest of the comments are my own, but
10 they are as follows.

11 A bicycle lane on the new bridge would
12 permit a great recreational experience. A view from
13 the bridge, like that from the Golden Gate Bridge, is
14 dramatic. This lane could connect with one around
15 Yerba Buena and Treasure Island, providing a
16 wonderful scene and a great tourist attraction to the
17 Bay Area. And of course, tourism is San Francisco's
18 number one industry. So there are economic benefits
19 in tourism in having a bicycle and pedestrian trail.

20 I was encouraged to hear the Caltrans
21 representative's comments about adding a lane to the
22 existing bridge on the San Francisco side. But even
23 if that isn't done, it makes sense to include a
24 bicycle and pedestrian lane on the Oakland span.

25 One must take the long view. The new

1 bridge may last a century. But who knows how much
2 longer the San Francisco span will last? It's
3 already 60 years old. And most of the highway
4 bridges of its era, the original Dumbarton, San
5 Mateo, and Carquinez, and now apparently the Oakland
6 side of the Bay Bridge have been or soon will be
7 demolished.

8 If the new bridge on the San Francisco
9 side is built in a decade or two, will its designers
10 be able to complete the bicycle lane to San Francisco
11 because today's builders had the foresight to include
12 one on the Oakland side now? Or will they damn
13 today's builders, and perhaps you folks on this
14 board, for tunnel vision for having failed to do
15 so?

16 Now, just two months ago, in March of
17 this year, the state and the East Bay Regional Park
18 District finalized the agreement with Catellus for
19 the acquisition of the east shore state park site.
20 The park will include a nine-mile bike trail,
21 pedestrian/bike trail, extending from Richmond to
22 Emeryville and along the bay, with a spur extending
23 west parallel to the Bay Bridge, as the Caltrans
24 representative explained. And that extends to the
25 water's edge. A bike and walking trail should

1 continue from this spur onto the new Bay Bridge.

2 And if I could just add a few comments
3 not as the park director but as a resident of
4 Oakland, they are as follows.

5 One, please don't block the view with
6 a railing. Too many bridges, including parts of the
7 Bay Bridge, block the view, as you drive across, from
8 the railing. And I would hope that's not an
9 engineering necessity.

10 The other comment relates to
11 entrances. Entrances to cities are important. As
12 you come across the Bay Bridge going west, the
13 entrance is spectacular to San Francisco. As you go
14 east, the entrance to Oakland is, shall we say, less
15 spectacular.

16 There is an opportunity, it seems to
17 me, to add an enhancement to the bridge, regardless
18 of how the bridge itself is built, that would give a
19 dramatic entrance to Oakland. Perhaps, for example,
20 a large arch near the toll plaza, going over the 12
21 lanes of freeway or whatever it is. The arch in
22 St. Louis is reminiscent of that idea. And there is
23 other structural elements that could be added, that
24 would give people a delightful experience as they
25 drive eastbound on the Bay Bridge. Thank you.

1 CHAIRPERSON KING: Thank you.

2 Ms. Roberts.

3
4 STATEMENT BY HEIDI ROBERTS

5 MS. ROBERTS: Hello. My name is Heidi
6 Roberts. I'm a member of the Bicycle and Kids
7 Coalition.

8 And basically what I want to say is
9 that there are other travelers in the world,
10 especially in the Bay Area. Motor vehicles totally
11 dominate the road -- I mean, not entirely -- and like
12 constantly have to fight, especially children, who
13 are like beginning bicyclists. And there is all
14 kinds of beginning bicyclists, and they are just
15 constantly in traffic.

16 Organizations like Caltrans, which are
17 a major part of, like, designing the roads and like
18 especially freeways, where no other travelers are
19 allowed, have not -- have incorporated some bike
20 paths, but not very many.

21 But when you appeared like -- people
22 have used it like -- a lot of people are quiet, a lot
23 of people don't come to public hearings. But when a
24 bike path is suggested, there are tons of people that
25 use it, pedestrians, bicyclists, roller bladers,

1 which is really good.

2 But I feel like a section of travelers
3 that are not allowed to voice their opinion are
4 children, and they are unable to drive to work, play.
5 And kids' development is directly related to kids'
6 empowerment and directly dependent on kids' freedom
7 of travel for a future generation and the hope of
8 this world. I implore you to make all bridges kids'
9 bike world.

10 CHAIRPERSON KING: Ben Thompson, and then
11 Meagan Lynch.

12
13 STATEMENT BY BEN THOMPSON

14
15 MR. THOMPSON: Madame Chair and members of
16 the Commission, my name is Ben Thompson. I live at
17 951 Dolores Street in San Francisco. I am a Bay Area
18 native, and I ride my bike to work every day from Noe
19 Valley to downtown San Francisco. I also use the
20 bicycle shuttle that operates every day to the East
21 Bay, and that bicycle shuttle is overcrowded every
22 single day. There is an excess ridership for those
23 people who can't get on the shuttle.

24 I would just encourage the
25 Commissioners to study every possible use of mass

1 transit and non-polluting options for transbay
2 travel, and discourage single occupancy vehicles.
3 Please do not foreclose the possibilities of someday
4 building a rail again over the Bay Bridge by
5 foreclosing that design option. It's not necessary
6 to build it now, but please leave the option open.

7 And I think that building a bike lane
8 is the right thing to do, and it is the chance of a
9 century, and it's just forward thinking, and it's the
10 right thing to do, bottom line.

11 And I would encourage -- Caltrans is
12 studying the bike lane. I would also encourage
13 Caltrans to study the option of a north bike lane on
14 the north side of the bridge. And I'm a little
15 skeptical of their gold-plated design. I think the
16 Commissioners should get a second opinion on cost.

17 Thanks very much.

18 CHAIRPERSON KING: Meagan Lynch.

19

20 STATEMENT BY MEAGAN LYNCH

21 MS. LYNCH: My name is Meagan Lynch. I
22 live at 4327 Salem Street in Emeryville.

23 I want to give you a little background
24 as to who I am, because so many times you have the
25 public coming up to you, you don't know who they are

1 representing or what.

2 There is the tendency to think that
3 bicyclists who come up here to testify before
4 commissions like this are bike nuts. I own a car.
5 As you can see, I've got a little bit of a gut on me.
6 I'm not a Tour de France type rider. I have a car,
7 and I use it sometimes. And I try to use my bike as
8 much as I can.

9 This is only the third time I have
10 ever made comments in front of a public assembly like
11 this, because, like most of us, I don't find out
12 about things like this until it's a done deal. So
13 I'm trying to avail myself of the opportunity to
14 voice my opinion while it is available to me to be
15 able to do.

16 I would like to reinforce people who
17 come up here asking for full access. And I really
18 mean that in the fullest way possible. Some other
19 vehicles that are overlooked in terms of clean air
20 transportation are skateboards, are roller blades,
21 and things like that, and kids who ride their
22 skateboards. You see signs all over the place, don't
23 ride your skateboard. Personally, from an
24 environmental perspective, I'd rather see somebody
25 ride a skateboard than take their vehicle.

1 Another part of my background is that
2 I grew up 21 years in L.A. before I move up here. I
3 moved up here because it is beautiful up here. And I
4 want to see it stay that way.

5 In the eight years or so that I've
6 lived up here, I have seen it get progressively
7 worse. I have seen more single occupancy drivers.
8 And in fact, I've seen several vehicles who ride with
9 mannequins in their cars so they can go into the car
10 pool lane. And that's the kind of stuff you would
11 expect in L.A. But I hope it doesn't happen too much
12 up here.

13 Anyway, I really urge you, as a
14 commission, to not only get behind the bike access
15 and wheelchair access and pedestrian access and all
16 sorts of access -- and I think you guys are leading
17 in that direction, and I encourage you to do so, and
18 I congratulate you for that -- but I really want to
19 see you encourage Caltrans to do the best job
20 possible researching that option because,
21 unfortunately, I think that Caltrans often thinks
22 they only represent the exclusive auto drivers of the
23 state. And I pay taxes, too. I have an auto. But I
24 also have a bike. And I want to be represented.

25 I have some four short questions. One

1 is a question that came up for me is, as a citizen,
2 most of us, as I do, think that tolls, bridge tolls,
3 go to maintain the bridge. So it's kind of
4 interesting to read all these costs and millions and
5 how much it's going to cost to do these bridge
6 options and yet, you know, there is the idea that
7 you're going to make the tolls go up.

8 I would like you to investigate the
9 bike path terminus, where it's going to be in
10 relationship to the Transbay Terminal. And just in
11 comparison, how much does another auto lane cost
12 compared to a bike lane? Because the bike lane
13 thing, estimate, in here looks a little expensive to
14 me.

15 Also, why is height limited to eight
16 feet on the path? I have a disability, I ride a
17 special bike. If I were riding -- and I had to
18 afford it with my parents. But a lot of people who
19 have this disability can't. And that means they have
20 to right their upright bikes with no hands as much as
21 possible. I have a repetitive strain injury, and I
22 can't be putting weight on my hands. So anyway,
23 please try not to have the eight feet limit to the
24 path.

25 Thank you.

1 CHAIRPERSON KING: Thank you very much.

2 Mr. Scheidig. As he is coming
3 forward, I would like to add that Caltrans is working
4 very closely to the best possible, and every time
5 they get trashed I get worried that we're going to
6 lose the ability to have them keep working with us.
7 So I'm very pleased with what they have brought
8 forward thus far. I fully ~~expect~~ to continue to
9 cooperate and would ask some mutual respect on the
10 items.

11
12 STATEMENT BY KENNETH SCHEIDIG

13 MR. SCHEIDIG: Madame Chair and members of
14 the Task Force who are still here, my name is Kenneth
15 Scheidig. I'm general counsel for AC Transit. The
16 name is spelled S-c-h-e-i-d-i-g.

17 I need to get a clarification on a
18 procedure issue, if I might. Our office was of the
19 understanding that you were doing a scoping session
20 for purposes -- scoping session normally means for us
21 environmental scoping. But I don't see an
22 environmental document before us today, so --

23 CHAIRPERSON KING: This is a public
24 participation process for lay people like me and the
25 audience. If you want to make a comment on the

1 environmental, point those to Caltrans.

2 MR. MULLIGAN: We have not begun the
3 formal environmental process except for the scoping
4 portion. We will not have a draft EIR statement for
5 many months. So the purpose for this is to solicit
6 public comment and public input with respect to what
7 the purpose of the meaning of the project may be.

8 CHAIRPERSON KING: Specifically, design.

9 MR. SCHEIDIG: At AC Transit -- when you
10 finish the scoping session and have an environmental
11 document, AC Transit would appreciate an opportunity
12 to participate in that process.

13 I have some documents here for the
14 Task Force. And there is one for each member of the
15 Task Force, and also one for the record. I would
16 request that copies be distributed to the Task Force
17 and provided to those members who are not present.

18 What these documents indicate are the
19 following.

20 AC Transit, by the way, tomorrow will
21 have run, or its predecessors will have run buses
22 across the Bay Bridge for 60 years. Tomorrow is the
23 60th anniversary of running buses across the Bay
24 Bridge. We provide a significant service to the
25 public by providing an alternative means of getting

1 across the Bay Bridge as opposed to BART.

2 San Francisco's own reports have
3 indicated that BART is running at capacity. And you
4 now have an opportunity to make certain that, as
5 existed when the Bay Bridge was originally designed,
6 there is an opportunity for mass transit to get
7 across the Bay Bridge. And that mass transit, we
8 contend, is buses as well as bicycles.

9 Buses, as you will see from the first
10 document here in May 1963 -- on the back of it you
11 will see a picture of a bus-only lane that existed in
12 is 1962 westbound across the Bay Bridge, and it
13 worked very well.

14 You'll see the next report deals
15 exclusively with a study on lanes for the buses and
16 car pools on the Bay Bridge. And that one indicated
17 that there is a feasibility -- that was done in
18 1971 -- for a bus-only lane on the Bay Bridge.

19 President Killian, president of AC
20 Transit, wrote to you in March 1997, supporting the
21 idea of a bus-only lane on the Bay Bridge, or at
22 least an HOV lane during the commute hours on the Bay
23 Bridge, so that buses can fulfill their
24 responsibility of getting people across the Bay
25 Bridge. We believe that's an option that has got to

1 be considered in the design of this bridge.

2 Furthermore, I would like to point out
3 that the document you have before you -- since I only
4 have 40 seconds left, or less -- is rather thick. I
5 don't expect you to read it right now. I have put my
6 telephone number on there and would ask that you take
7 a look at it and call me on it.

8 What it does is point out and gives
9 you all the documentation and shows the relationship
10 between the Transbay Terminal and the Bay Bridge
11 spot. And we support the position of the City and
12 County of San Francisco that there has to be a
13 relationship between those two.

14 We do not, however, support the
15 position that the Terminal should be at another
16 location. The preference of the Transit board -- I
17 appreciate that my time is up. I'll conclude.
18 -- the AC Transit board is to have the Terminal at
19 its present site. Only if it is not possible to have
20 it at its present site should we look into somewhere
21 else. If you read through these documents you will
22 find that, contrary to what the myth happens to be,
23 the Transbay Terminal is not ready to fall down. The
24 state architect's office has indicated that there is
25 work that needs to be done to keep it seismically

1 safe, but it is a safe facility at the present time.

2 CHAIRPERSON KING: Thank you.

3 John Doschman. And following
4 Mr. Doschman, Karen Gatten.

5
6 STATEMENT BY JOHN DOSCHMAN

7 MR. DOSCHMAN: My name is John Doschman.

8 I'm with the Bike the Bridge Coalition.

9 Tonight is a historic occasion.

10 During this meeting, the United States Navy left
11 Treasure Island. It was about 6 o'clock tonight that
12 they fired off the 11-gun salute and took down the
13 flag. Now Treasure Island is officially part of San
14 Francisco.

15 And as a resident of San Francisco, I
16 think I should be able to ride my bicycle around town
17 and the island, and I should be able to do so at
18 least as soon, if not sooner, than the residents of
19 Oakland and the East Bay can ride to Treasure Island.
20 And to have them be able to do it before I could do
21 it, I think that would be snubbing San Francisco and
22 myself.

23 I am pleased that Caltrans has come up
24 with these preliminary documents on the western span
25 bike path. I would like to thank them for doing

1 that. I emailed Caltrans and recommended that the
2 bike path should be on the north side top deck. I
3 believe either Greg Bayol or Brian Maroney -- who I
4 have called many times, but I guess somehow it's hard
5 to call me back or something like that. I have tried
6 to get in touch with you. I have gotten no response.

7 I would like to say that Caltrans
8 should propose that a west span bike path be
9 established. They should take the lead in this. And
10 that they should hold scoping meetings and initiate
11 environmental studies. They should complete an
12 engineering design for the retrofit of the west span
13 of the bike path. They should do all the paperwork
14 required.

15 The environmental study limits for the
16 retrofit project of the east span should be expanded
17 to include the west span bike path. The EIR should
18 include alternatives with this transbay bike path.
19 As one of the alternatives, it should include the
20 north side top deck of the western span.

21 So this is a good first step that
22 Caltrans has done, but it needs to be expanded and
23 extended to consider other alternatives for the west
24 span bike path and the full transbay bike path across
25 the Bay Bridge.

1 Please ask Caltrans to continue their
2 good work and expand upon it. Thank you very much.

3 CHAIRPERSON KING: Thank you.

4 Karen Gottner. Following Karen is
5 Katherine Roberts.

6
7 STATEMENT BY KAREN GATTEN

8 MS. GATTEN: Hello, members of the
9 Commission. My name is Karen Gatten. I'm with
10 Solutions 2000. And we have been working for the
11 last six years on developing the initial concept of a
12 mass transit system for bicyclists that is a tube, a
13 double decker tube, three lanes of bike lane on
14 either level, that would basically clip on,
15 cantilever onto the Bay Bridge on the north side of
16 the bridge, northwest side, and to feed into both
17 Giants stadium, Transbay Terminal, and also the East
18 Bay economy.

19 What we propose is that this will be
20 utilized by our tourism trade, that we would hope to
21 expand in, based on the fact that we will be
22 supplying everyone with an electric vehicle, an
23 electric bike, so everyone, including the handicapped
24 and the elderly and families, can go into the,
25 hopeful, World's Fair on Treasure Island in 21st

1 century fashion.

2 We also think that this will help the
3 East Bay economy. Because we do have roughly 16
4 million visitors in the San Francisco regional
5 economy every year, that most of which do come to San
6 Francisco, but don't go to the East Bay.

7 If there is an enclosed, elevated
8 structure that is very safe for these bicycles, as
9 well as electric bicyclists, we believe that we will
10 have a boom in the East Bay economy as well as the
11 West Bay economy. Also, we will have a way to get
12 people into the new Giant's stadium and, hopeful,
13 49ers stadium.

14 We also know the numbers. And the
15 numbers of the population expansion, which have been
16 hitting the press lately, is going to be quite severe
17 if we don't have a network in the whole bay region
18 which clips onto existing highways and roadways and
19 feed into bicycle priority streets.

20 Otherwise, we're going to have people
21 that like to use their car not like to use their car
22 a little more. I believe in using a car, but not
23 using it where I'm deadlocked in traffic. I think
24 the next generation of "boomlets" who are going to be
25 hitting the streets here soon -- Caltrans predicts

1 the bridge capacity by the year 2005 will be 500,000
2 cars crossing it daily.

3 This "boomlet" generation, which is
4 the ones in those numbers, need to have a network
5 supplied for them all over the whole entire Bay Area,
6 and this first pilot program would have -- which is
7 all it is, it's a private/public mix also. And I
8 know my time is up. So I have also forms of a
9 summary of what we have --

10 CHAIRPERSON KING: Give that to staff.

11 Katherine Roberts. And following
12 Ms. Roberts, Ezra Freeman.

13

14 STATEMENT BY KATHERINE ROBERTS

15 MS. ROBERTS: Hi. I'm Katherine Roberts.
16 I live at 466 Frederick Street in San Francisco.

17 I don't drive. I hate taking BART.
18 Plus, as other people have pointed out, it's
19 restricted to bicyclists at certain key hours.

20 I would just like to add my voice to
21 the people who have been advocating the bike path all
22 the way across the bay, with room for walkers,
23 skaters and wheelchairs. And I also ask for room for
24 future light rail and bus-only lanes.

25 I wasn't here for the old design of

1 the Bay Bridge, when it had one whole level dedicated
2 to light rail. But I know it had to be preferable to
3 the design we have today, totally clogged with cars
4 and closed off to people who aren't privileged enough
5 to own a car, or who choose not to.

6 It's really a civil rights issue. The
7 roads are public property, they are supported by
8 public finding. But they are -- people who don't own
9 a car, which is private property, are not allowed
10 access on them. To me, this seems unfair as well as
11 unwise, and it turns the bridge into an environmental
12 disaster.

13 Just one more thing I would like to
14 say. The Transbay Terminal can stay where it is and
15 be turned into a transit hub that would be able to
16 accommodate Muni, BART, SamTrans, AC Transit,
17 CalTrain as well as possible future high speed rail
18 between San Diego to Sacramento. To me, that is the
19 most forward looking idea that I have heard.

20 Thank you.

21 CHAIRPERSON KING: Thank you.

22 Ezra Freeman. And after Mr. Freeman,
23 Norman Rolfe.

24 Maybe Mr. Freeman has left. Norman
25 Rolfe.

1 STATEMENT BY NORMAN ROLFE

2 MR. ROLFE: I'm Norman Rolfe,
3 R-o-l-f-e. And I want to address the bridge design
4 and the Transbay Terminal issues.

5 First of all, the bridge design -- I
6 have seen cable-stay bridges. And they look pretty
7 awful. In the renderings that are here, even though
8 they are, undoubtedly, drawn up to make it look as
9 pretty as possible, as you can see, cable -- the
10 massive cables block out a good part of the view of
11 the bay and intrudes on the landscape in general.

12 The one so-called viaduct: A
13 clean-cut design, minimal interference with the
14 beauty of the bay, minimal intrusion upon the
15 landscape. So I would put in a vote for that design.

16 Also, the bridge should include
17 pedestrian/bicycle facilities, as you've heard so
18 many times here. It should also include provision
19 for rails in the future and should have exclusive bus
20 lanes on it. And I would think that the plain
21 viaduct design would be much easier and less
22 expensive to design, to include all those other
23 facilities as well as the roadway. And Caltrans and
24 MTC should start thinking about adding all those
25 facilities to the western part of the bridge, also.

1 Caltrans and the other agencies have
2 got to start thinking more in terms of moving people,
3 not just simply in terms of moving vehicles.

4 The other is to address the Transbay
5 Terminal issue. To just about everybody who hasn't
6 been caught under the spell of certain very narrow
7 special interests in San Francisco, it makes
8 imminently good sense to have the one single combined
9 terminal at the site of the present Transbay
10 Terminal, one terminal where you have regional and
11 intercity transportation coming in: AC Transit,
12 Golden Gate, Greyhound, CalTrain, the future high
13 speed rail. And in fact, there is talk also of a
14 conventional rail to Monterey and so forth. This
15 would be the one logical place to have them all
16 coming in. The Transbay Terminal puts people much
17 closer to the destinations of most of them.

18 And second of all -- and it's easier
19 to transfer for people who have to go from one agency
20 to another. It certainly would be less expensive to
21 build one terminal rather than two. It would cost
22 less to maintain one terminal rather than two.

23 The opportunity for joint development
24 would exist for the single and combined terminal, but
25 would not exist with a split terminal because you

1 wouldn't have enough people going through it. The
2 pedestrian traffic would be there for joint
3 development, which would help finance all this kind
4 of stuff.

5 So I would urge you to listen to some
6 of the real transit advocates, not to some of the
7 very narrow special interests, which you're probably
8 hearing from continually, and go for one single
9 combined terminal at the present Transbay Terminal
10 site, where you would have all your good transit
11 connections and your intercity connections and so
12 forth. Thank you.

13 CHAIRPERSON KING: Thank you.

14 Hale Zukas. And his statement will be
15 read by Steve Heminger.

16 Good evening, Gale.

17

18 STATEMENT BY HALE ZUKAS

19 MR. HEMINGER: For the record, it's Hale,
20 H-a-l-e, Zukas, Z-u-k-a-s.

21 (The following statement was read by
22 Mr. Steve Heminger for Mr. Hale Zukas, who was
23 present at the podium.)

24 MR. ZUKAS: "I am Hale Zukas, member of the
25 Accessibility Committee AC Transit, BART and MTC,

1 although I am here representing only myself.

2 "Tell me who you believe, Mr. Sunshine
3 or the Alameda County mayor's conference and hundreds
4 of bus riders who point to the patently obvious fact
5 that the bus terminal at Beale and Howard would
6 provide much poorer service to transit riders than
7 the existing Transbay Terminal.

8 "Leaving aside the question of which
9 side is better, there is a question of where San
10 Francisco would find the nearly one hundred million
11 dollars it would cost to move the terminal.

12 "I have heard rumors that people here
13 have their eyes on bridge tolls. I can assure you
14 that if San Francisco has the unmitigated chutzpah to
15 try this, there will be holy hell to pay."

16 MR. HEMINGER: That concludes the
17 statement, Madame Chairman.

18 CHAIRPERSON KING: Thank you.

19 Classic and apropos, as you say.

20 David Llewellyn. (Not present.)

21

22 STATEMENT BY TERRY ROLLERI

23 MR. ROLLERI: Good evening, Madame Chair
24 and members of the Commission. My name is Terry
25 Rrolleri. I live here in San Francisco. I'm a

1 homeowner, and I live at 810 27th Avenue. And I just
2 want to be in on the record in support of a bike lane
3 across the entire length of the Bay Bridge.

4 My wife and I have not owned an
5 automobile for about six or seven years now. We use
6 our bikes and public transit for all of our needs.
7 And BART is just -- for getting across the East Bay,
8 it's just not adequate. After midnight, you're
9 pretty much stuck. And there have a few times I have
10 been at concerts in the East Bay and had to leave
11 early in order to catch BART home.

12 So I hope that this bike lane will be
13 on the bridge very soon. Thank you.

14 CHAIRPERSON KING: Thank you. Miriam
15 Hawley. And following Ms. Hawley is Jodi Perelman.

16
17 STATEMENT BY MIRIAM HAWLEY

18 MS. HOLLY: Good evening. I'm Miriam
19 Hawley, H-a-w-l-e-y. I'm a member of the board of
20 directors of AC Transit. I represent Ward 1 in the
21 East Bay. that's west Contra Costa County and the
22 Alameda County cities of Berkeley and Albany.

23 And I have been listening to the plans
24 and suggestions for the new terminal at Beale Street
25 and Main Street, and I have been listening to them

1 from the point of view of my constituents. And my
2 conclusion is that we're asking quite a bit of my
3 constituents if we move the terminal to Beale Street.

4 First of all, we're asking them to pay
5 more. We will probably be asking higher bridge tolls
6 and probably higher transit fares since the buses
7 will be unable to move as effeciently within the new
8 terminal and they won't have storage there as
9 conveniently as they do at the old place.

10 Secondly, we're asking them to put up
11 with a longer commute trip. Buses will be slower in
12 the terminal, plus they will have to walk farther
13 from the new terminal than they do now to get to the
14 financial district, to connect with BART.

15 The final point is that it can't be an
16 intermodal terminal, it can't connect with CalTrain
17 there, and it won't be a convenient connection with
18 the rail.

19 So I ask you to look at this proposal
20 from the point of view of people who travel across
21 the bay from the East Bay, especially people who need
22 to use transit or who want to use transit. Because
23 we need to encourage transit use just to make it
24 possible for the new span of the bridge to be -- to
25 promote the mobility of the many more people to meet

1 the ever increasing demand for transbay travel in our
2 area. Thank you.

3 CHAIRPERSON KING: Thank you.

4 Jodi Perelman. And following
5 Ms. Perelman is Gabriel Brovedani.

6
7 STATEMENT BY JODI PERELMAN

8 MS. PERELMAN: Hi. I'm Jodi Perelman, 94
9 Walters Street in San Francisco.

10 I would like to say that this
11 Commission has an incredible opportunity to send a
12 message that there are alternatives to relying on
13 cars and alternatives to insistence of having out of
14 shape American bodies. I really hope that you will
15 ensure that there will be a safe and accessible bike
16 and pedestrian/bike lane across the bridge.

17 Thank you.

18 CHAIRPERSON KING: Thank you.

19 Following Mr. Brovedani, Howard
20 Williams.

21
22 STATEMENT BY GABRIEL BROVEDANI

23 MR. BROVEDANI: Good evening. My name is
24 Gabriel Brovedani. Thanks also for saying the name
25 right. It's not often that that happens.

1 I am a resident of Oakland. I am a
2 cyclist and member of the California Bicycle
3 Advocates. And I'm also an attorney here in San
4 Francisco.

5 While today I'm in slightly scruffy
6 appearance, I do commute with a suit and tie on on
7 occasion. I'm an intermodal commuter: I use a car,
8 I use BART, I use buses and I use my bicycle. And
9 I'm here to lend my support and my voice of support
10 toward the bike lane across the entire Bay Bridge.

11 Just a personal story. I do often
12 ride my bicycle to San Francisco, so it's an added
13 convenience to have it here. When I do have a court
14 appearance in court, it's simply easier to hop on my
15 bike to go to court, without looking for parking and
16 run the risk of not finding parking, which has
17 happened.

18 The problem is going home. If I'm
19 stuck in the office and I don't have the liberty of
20 leaving before the BART limitations are in effect, I
21 have the choice of taking the Caltrans shuttle, which
22 isn't convenient for a couple of reasons. One, in a
23 suit and tie, it's not the best place to ride, it's
24 not the best place to sit.

25 Secondly, the hours are extremely

1 limited. And just recently I was stuck for an hour
2 and a half in the City waiting for the next shuttle.
3 Had I had access to a bike lane, it would have been
4 quite easy to ride home. I would have sweated in a
5 suit, but at least I could have taken a shower when I
6 got there.

7 I would also like to make three points
8 about the bike lane. Once a bike lane is built, you
9 are going to create a psychological sense of access,
10 not just to the cyclists who are here and want to use
11 it, but also to others in the community.

12 I also worked as a tour guide when I
13 went to law school. And I can guarantee that if a
14 bike lane exists, and in particular for Treasure
15 Island, people will use it, and some enterprising
16 entrepreneur will sell tours for bicycles to Treasure
17 Island.

18 Which brings me to my second point.
19 Treasure Island is going to be developed. When the
20 army is gone -- the navy is gone, you're going to
21 start seeing some sort of use for that area. And
22 that will also increase traffic on the western span
23 of the Bay Bridge, not just for commuting purposes
24 but also for weekend recreation.

25 And my final point would be, if a bike

1 lane is built to go up the entire bridge, Caltrans
2 would also have an extra lane they could use for
3 access for maintenance or needed repairs, without
4 having to block vehicle lanes.

5 So I do encourage you to do whatever
6 you can to ensure that a bike lane is built across
7 the entire Bay Bridge. Thanks a lot.

8 CHAIRPERSON KING: Thank you.

9 Howard Williams.

10

11 STATEMENT BY HOWARD WILLIAMS

12 MR. WILLIAMS: Thank you, Madame
13 Chairperson. My name is Howard Williams. I live and
14 work in Japantown and vote in Japantown, I should
15 add.

16 The first thing I want to say is, I would
17 like to second those speakers supporting the rail
18 option to the Bay Bridge. And I would also second
19 those speakers who would prefer a higher vertical
20 clearance for the bike path.

21 I prefer to ride standing up. I find
22 that more efficient for myself. And other people do.
23 When I ride standing up, therefore, I'm almost eight
24 feet tall at that point.

25 It is a human weakness that we often

1 overlook, but it's self-evident. What is
2 self-evident is that a bike lane is a far more
3 democratic way of transportation than motor vehicles.

4 Not only are bicycles financially
5 accessible to more people, they are also more readily
6 available to children, people with various
7 disabilities, and to our elders.

8 Therefore, I feel it's your duty, as
9 democratically selected and elected officials, to
10 support the most democratic way of transportation
11 across public roadways; in fact, what is perhaps the
12 most important roadway in the Bay Area. So,
13 therefore, I ask that you support the bicycle path
14 across the Bay Bridge. Thank you.

15 CHAIRPERSON KING: After Mr. Zuckerman is
16 Mr. Michelson.

17

18 STATEMENT BY ALEX ZUCKERMAN

19 MR. ZUCKERMAN: My name is Alex Zuckerman.
20 I'm chairman of the Regional Bicycle Advisory
21 Committee, also known as RBAC.

22 I'm delighted to find the strong
23 support that many good speakers, including John
24 Sutter, from the East Bay Regional Parks, with our
25 support from editorials in the Oakland Tribune, the

1 San Francisco Chronicle, resolution by the board of
2 supervisors of San Francisco. And the City Council
3 of Oakland is about to pass a resolution for Berkeley
4 and Emeryville.

5 Basically, I want to say I'm very
6 pleased about the estimates. I want to especially
7 commend and praise Brian Maroney for a very good
8 estimate. And 149 million dollars is cheaper than we
9 thought.

10 And I want to urge you, Mary, and the
11 Commission to set aside the money part, make the best
12 recommendation you can, and then let Lockyer and the
13 rest of the state worry about where the money is
14 going to come from.

15 And we are certainly willing to pay an
16 extra dollar on tolls for all the bridges. And
17 figuring out this cost, that would mean about a year
18 and a half additional tolls on local bridges. When
19 you consider that, it's not so bad.

20 And finally, I want to tell you that I
21 designed a bumper sticker that says, "Bike Bay Bridge
22 Yes." It's available at bike stores.

23 And thank you very much.

24 CHAIRPERSON KING: Thank you.

25 / / / /

1 STATEMENT BY STEVE MICHELSON

2 MR. MICHELSON: Thank you, Madame Chair.

3 I'm Mike Michelson. And I have a
4 question that might be, more appropriate for someone
5 to answer outside of this process. But my question
6 basically concerns the environmental review process
7 and how that is perceived to be or planned to be
8 managed in the future.

9 CHAIRPERSON KING: Caltrans.

10 MR. MULLIGAN: I'll answer that.

11 Caltrans will do an environmental
12 impact statement for this project. The first step in
13 an environmental impact statement is to define the
14 scope of the project. And that is what we are
15 undergoing here today with the series of these
16 meetings. We'll then determine the scope of the
17 project.

18 An environmental impact statement is
19 really an array of technical studies that are
20 summarized. It looks at all the available options
21 and looks at the impacts of the available options.
22 Certainly, the Bay Area's desired options will likely
23 do quite well through the process. That process
24 would verify that there is nothing that has been
25 missed with respect to any environmental issues that

1 one alternative has compared to the others of more
2 value or a better alternative.

3 We will have a draft document, and we
4 will put out. And we will have public hearings for
5 that, we will take public comments, and then we will
6 do a final EIR statement.

7 MR. MICHELSON: Has the EIR/EIS process
8 begun?

9 MR. MULLIGAN: The first step is the Notice
10 of Intent. That Notice of Intent was published in
11 the Federal Register some weeks ago. So technically,
12 from a legal standpoint, yes, it has begun.

13 MR. MICHELSON: Will the folks performing
14 that be associated with the engineering design firm
15 or with Caltrans?

16 MR. MULLIGAN: Caltrans, on an each-project
17 basis, makes a decision whether we do the work
18 ourselves or we contract it out. The work on the
19 Oakland/Bay Bridge we have done to date has been done
20 by Caltrans staff. We have put a request for
21 qualifications out on the street. We plan on
22 contracting out the bulk of the work for the
23 environmental impact statement.

24 MR. MICHELSON: Thank you.

25 MR. MULLIGAN: The deadline for the RFQ is

1 May 22nd, for any firms that may wish to apply.

2 CHAIRPERSON KING: Karen Moonitz. And
3 following Karen is C.J. Lackner.

4

5 STATEMENT BY KAREN MOONITZ

6 MS. MOONITZ: Good evening. My name is
7 Karen Moonitz. I'm with the San Francisco Bay Trail
8 Project. My address is P.O. Box 2050, Oakland 94604.

9 As you know, the bay trail alignment
10 plan proposes connections across all seven of the Bay
11 Area bridges, and so we appreciate this Task Force's
12 consideration of providing a separated, multi-use
13 facility in the design process of the eastern and
14 western spans of the Bay Bridge. And we encourage
15 you to press on with that goal.

16 We would be happy to assist in any way
17 that we can in the design process for a separated
18 multi-use path suitable for all users. We also want
19 to thank Caltrans for their presentation of the
20 preliminary designs.

21 CHAIRPERSON KING: Thank you very much.

22 C.J. Lackner. Following him, Richard
23 Stow. He's not here.

24 David Hausman.

25

1 STATEMENT BY RICHARD STOW

2 MR. STOW: My name is Richard Stow. I'm
3 representing the Green Future Environmental Club at
4 Foothill College in Los Altos hills, in Santa Clara
5 County.

6 Our club has taken a position to not
7 only support a bike lane across the Bay Bridge, but
8 to have Caltrans include a rail in the proposed
9 retrofit rebuild of the Bay Bridge. It would include
10 two standard gauge railroad tracks, with design
11 standards to accommodate an extension of CalTrain
12 service to the Amtrak line at Jack London Square in
13 Oakland. This station currently services the capital
14 route.

15 We feel that it would be advisable to
16 consider the electrified track as part of the design
17 process, preferably running on direct current.
18 Inclusion of railroad tracks in the rebuilding of the
19 eastern span of the Bay Bridge is an unprecedented
20 opportunity to extend CalTrain to Oakland and
21 Berkeley, ultimately with a railroad track on the Bay
22 Bridge.

23 In a future rail-friendly, political
24 environment regularly scheduled CalTrain service
25 could run through the capital corridor between San

1 Jose and Berkeley, sort of creating the circular
2 railway around the bay that's been talked about for
3 years.

4 As many of you may know, the low deck
5 of the Bay Bridge originally accommodated the key
6 system until 1958. We are requesting that the Bay
7 Bridge Task Force conduct a study as to what is the
8 ultimate passenger count that could be serviced by
9 commuter rail service across the Bay Bridge.

10 In addition, with regard to the
11 automobile traffic on the bridge, we would like to
12 see that the oils and other pollutants that run off
13 of -- you know, drip from automobiles as they are
14 driving across the bridge, be collected as opposed to
15 having them go directly into the bay, to pollute the
16 bay.

17 CHAIRPERSON KING: Your time has expired.
18 Thank you very much.

19 David Hausman. Following Mr. Hausman
20 is Michael Longo.

21 MR. LACKNER: I was told my name was just
22 called, C.J. Lackner.

23 CHAIRPERSON KING: You should have stayed
24 in the room. Go ahead, you can speak.

25

1 STATEMENT BY C.J. LACKNER

2 MR. LACKNER: Good evening. My name is
3 Christian Lackner. I live in San Francisco, and I'm
4 a member of a small bicycle advocacy organization
5 called Bicycle (inaudible.) And I have never owned
6 or leased any kind of motor vehicle in my entire
7 life, so I'm also very much in favor of a segregated
8 bicycle path crossing the entire length of the Bay
9 Bridge on the northern side.

10 I would recommend that there also be a
11 segregated pedestrian path on the southern side of
12 the bridge, because in a decade or so from now, I
13 think one path for bicyclists and pedestrians would
14 be insufficient and could lead to dangerous
15 encounters, as is sometimes the case on the Golden
16 Gate Bridge during the times when bicyclists are not
17 allowed on the western side.

18 I also want to speak out strongly in
19 favor of the UC Berkeley design. It's obviously the
20 best, that I have seen, of the ones that have been
21 proposed. So I would recommend that you adopt that
22 one.

23 Also, if you intend to accommodate
24 rail across the bridge in the future, I would
25 recommend that you accommodate high speed rail, not

1 just light rail. And that's it.

2 Thank you very much.

3 CHAIRPERSON KING: Thank you very much.

4 David Hausman. Following him is
5 Michael Longo.

6

7 STATEMENT BY DAVID HAUSMAN

8 MR. HAUSMAN: My name is David Hausman. I
9 live at 22 South Park Circle, Apartment 203, here in
10 San Francisco. And I want to, first off, thank Jon
11 Rubin and Tom Hsieh and the members from Caltrans for
12 staying after the 7:30 ending of this meeting. For
13 you to stay --

14 CHAIRPERSON KING: How about me? You're
15 not going to thank me, too? They live right near in
16 in town. I live out of town. (Laughter.)

17 MR. HAUSMAN: Yes, Ma'am. I want to thank
18 you, too.

19 What I would like to address the board
20 is, that I have always -- most of my life I was a
21 resident of the City of Oakland. And I have always
22 ridden a bicycle, even as a small kid. Much of my
23 bike riding experience was in the Mills College area.

24 During the Persian Gulf War I began
25 riding seriously, commuting every day between

1 Hegenberger Road in Oakland to the Oakland Naval
2 Supply Center and back, although the navy supplied a
3 shuttle bus.

4 Then after the fire storm in Oakland,
5 I moved here to San Francisco. And I have been
6 commuting to work every day by bicycle ever since.
7 Although I do own a car and brought the car to this
8 meeting, the first three months of this year I have
9 bicycled over 700 miles in this local area.

10 On the weekends, I like to bicycle
11 from Twin Peaks and take BART from downtown Oakland
12 and go all the way up Tunnel Road, up to Grizzly Peak
13 Boulevard, up by that the Contra Costa County line,
14 and come all the way back down to San Francisco. It
15 would help greatly if you added a bike lane to the
16 Bay Bridge.

17 And at the first opportunity, when
18 people could write letters, I wrote you a letter,
19 Ms. King, directed from San Francisco, and I proposed
20 at that time that a bicycle lane be dropped over one
21 side of the eastern span of the Bay Bridge. And I
22 also proposed at that time that, after it's dropped
23 over off the side, that it should be covered.
24 Because, as the gentleman from Caltrans mentioned,
25 the wind and inclimate weather has not been studied

1 as to how it would affect the bike line.

2 So I would propose that you have a
3 plexi-glass cover, for two reasons. First off, it
4 allows a bicyclist or pedestrian to view the view.
5 Secondly, it protects the bicyclists and pedestrians
6 from inclement weather. And thirdly, it would
7 prevent jumpers from using that bicycle/pedestrian
8 lane as a suicide platform.

9 I also propose that if you do put a
10 plexi-glass cover on top of the bike lane, that you
11 run a string of lights on the inside so people can
12 use it at night and see where they're going.

13 Thirdly, I would like to have Caltrans
14 study the idea of putting a bicycle lane on the
15 underside of the western portion of the Bay Bridge,
16 suspended from the lower deck. There is enough room
17 right there that you could suspend it all the way
18 across.

19 And finally, I would like to say that
20 I am in favor of the cable-stayed design on the
21 eastern side, either the one presented by the two
22 professors, either the sail version, or the one that
23 is embedded in the rock of Yerba Buena Island.

24 Thank you very much.

25 CHAIRPERSON KING: Thank you.

1 STATEMENT BY MICHAEL LONGO

2 MR. LONGO: Thank you very much. My name
3 is Mike Longo. I live at 1006 Seabright Avenue in
4 Santa Cruz. I'm late for submitting a new drawing,
5 new bridge idea, and I apologize for that. I only
6 heard Wednesday of the deadline.

7 What I propose is instead of having
8 towers as the suspension portions of the bridge, have
9 office buildings. And the office buildings would,
10 obviously, be an income source. I've got it written
11 up here. And I plan on attending the Monday meeting.

12 And I have got three layers here for
13 the bridge, the top layer being the ever popular bike
14 lane access. Access to the towers, would be here.
15 We've got six lanes. And it would also match the
16 skyline of the other bay bridges that we love so
17 much.

18 MR. HEMINGER: Madame Chair, I believe
19 you mentioned it, but at the end of -- one of the
20 first two days of the workshop, there will be open
21 comment time, where he and others can present ideas
22 at that time. And I urge you to do so. If you have
23 something today, we'll take it at this time.

24 CHAIRPERSON KING: I have a question. Can
25 you only bike in to the buildings? Because where are

1 the people going to put their cars?

2 MR. LONGO: No. This is an office building
3 like the Transamerica building.

4 CHAIRPERSON KING: Right. But where will
5 people park their cars?

6 MR. LONGO: On the bridge itself. That's
7 one proposal. Or in the basement of the building.
8 Here is the building. They could park down here.
9 (Indicating.)

10 CHAIRPERSON KING: Okay.

11 MR. LONGO: So different ideas. And you've
12 got six lanes to deal with. So you have got two
13 lanes for parking and two lanes for access.

14 CHAIRPERSON KING: Thank you.

15 MR. LONGO: And two lanes for bike.

16 CHAIRPERSON KING: Thank you.

17 All right. This brings our public
18 comments for the San Francisco public hearing to a
19 close. I want to thank you all for attending.

20 I would also like to announce, on
21 behalf of the Metropolitan Transportation Commission,
22 that we proudly will get along on our rail extension
23 program extending BART to the west, the Pittsburg
24 station. And tomorrow the Dublin extension will be
25 open. And I want to commend all the Commissioners

1 for the program going as well as it is going thus
2 far. And I invite those of you who are interested in
3 participating in the opening of the BART line to
4 Dublin to be at that station tomorrow morning at
5 10 o'clock.

6 Thank you for your participation.
7 We'll look forward to your continued interest and
8 continued in the process as it is goes forward.

9 (Ending time: 8:35 p.m.)
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REPORTER'S CERTIFICATE

I, SHARON LANCASTER, CSR No. 5468, Certified
Shorthand Reporter, certify:

That the foregoing proceedings were taken
before me at the time and place therein set forth;

That the proceedings were recorded
stenographically by me and were thereafter
transcribed;

That the foregoing is a true and correct
transcript of my shorthand notes so taken.

I further certify that I am not a relative
or employee of any attorney or of any of the parties,
nor financially interested in the action.

I declare under penalty of perjury under the
laws of California that the foregoing is true and
correct.

Dated this 13th day of May, 1997.

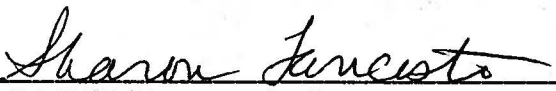

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7 I, SHARON LANCASTER, CSR No. 5468, a
8 Certified Shorthand Reporter in the State of
9 California, certify that the foregoing pages 1
10 through 120, constitute a true and correct copy of
11 the transcript of proceedings taken on May 8, 1997.

12 I declare under penalty of perjury under
13 the laws of the State of California that the
14 foregoing is true and correct.

15 Dated this 13th day of May, 1997.

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PRESS
Bay Bridge Design Task Force
Public Hearing
May 8, 1997 - 5:30 p.m.

NAME

REPRESENTING

1. ~~Michael Levin~~ Carl Nolte

SF Chronicle

2. ~~Barbara Taylor~~
Doug Sovern

KCBS

3. Dan Rosenbaum

ENR

4. Robert Oakes

Contra Costa Times

5. Aaron Schuman

Silicon Valley

6. Aaron Wessels

SP Bay Guardian

7. Jodi Perelman

TIKKUN magazine

8. Tim Zamora

SF Examiner

9. Anna Abramson

Oakland Tribune

10.

Bay Bridge Design Task Force
Public Hearing
May 8, 1997 - 5:30 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Susan Smith	Bicyclists	1333 Gough SF 94109
2. Ken Kong	SUPERVISOR TENG	401 VANNESS RM 308
3. Denis Chow		10944 San Pablo Ave
4. BRENT OGDEN	KURVE ENGINEERING	155 Grand, 400 OAKLAND, CA 94612
5. EZRA FREEMAN	THE TWO WHEELS OF MY BICYCLE	1915 B OREGON ST BERKELEY 94703 P.O. Box 223 Port Costa CA 94569
6. Jorge Pachas	PCM	
7. Virgil Graham	ISO-14001 Non-Destructive Insp	999 B'WAY #9 SF CA 94133
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Bay Bridge Design Task Force
Public Hearing
May 8, 1997 - 5:30 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. ED OW	SELF	4220 FULTON ST SF CA 94121
2. DAVID HAUSMAN	SELF	22 SOUTH PARK CTR: #203 SF CA 94107-1841
MARSA GALE	Environmental Vision	2550 North St #202 Berkeley CA 94710
3. Tess Kanyate	CHAZM HILL	1111 Broadway, Ste 1200 Oakland, CA 94607
Mike R. Lemko	" "	120 Howard St., 850 SF 94105 P.O. Box 382 SF 94111
4. Pat Gellw	DeLennw, Cathers	1600 Franklin St. Oakland CA 94612
Kenneth C. Scheidig	AL Transit	
5. MEGANLYNCTI	SELF	4327 SALEM ST. EMERYVILLE 94608
6. Katherine Roberts	self	466 Frederick #4 94117
7.		
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Bay Bridge Design Task Force
Public Hearing
May 8, 1997 - 5:30 p.m.

Public Sign-in Sheet

NAME	REPRESENTING	ADDRESS
1. Hadiel Elias	ESE Engineers, Inc	901 Market St. #330. S.F.
2. Steve Michelson	ENTRIX	590 Ignacio Valley Rd Walnut Creek, CA 94596
3. Michelle Bauchner	HOK	
4. RAFAEL MANZANAREZ	TYLI	815 BATTERY ST. SF, CA 94707
5. Heidi Roberts	Bicycle-Friendly Kit Coalition	5012 Genoa St. Oak, CA 94608
6.		
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Bay Bridge Design Task Force
Public Hearing
May 8, 1997 - 5:30 p.m.

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NAME	REPRESENTING	ADDRESS
1. KENT EDLER Roger Post	MR CENTENNIAL " "	PLEASANTON, CA " "
2. MICHAEL BUTLER	SELF	62 GUT PL, SF, CA 94105
3. GARY WHITNEY	SMITH'S WHITNEY MARINE CONSULTING	PO Box 4608 Petaluma CA 94957
4. MICHAEL KIESLIN	—	750 COLUMBUS #3 SF 94133
5. Gary Eaves		3885 Burton Court Fremont Ca
6. HASSAN ASTANI	UNIV. OF CALIF	781 DAVIS HALL UC BERKELEY CA 94720
7. Doug Faut	Bicyclists	6409 Regent Oak. CA 94618
8. Edward Howden	Cyclist	191 Upper Terr. SF CA 94117
9. Dante Rodriguez	self & cyclists in general	556 Weldon Ave Oakland 94610
10. Nancy DiLembo	self	315 Locust Ave San Rafael 94901

Bay Bridge Design Task Force

Public Hearing

May 8, 1997 - 5:30 p.m.

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NAME	REPRESENTING	ADDRESS
1. Robert Probst	CA Bike Advocates	5839 AYALA AVE Oakland 94609
2. KENT DAVID	SELF	2388 Union #3 SF CA 94123
3. GEORGE LIANG	SELF	23 GOETTINGEN ST SF CA 94134
4. Hsue, Chentung	Self	275 28th St. Slc 432 Oakland CA 94612
5. David Burch	self	959-B Noe San Francisco 94114
6. David Llewellyn	RAFT	3875 19th St SF 94114
7. JUAN MORILLO	PARSONS BRINCKER- HOFF	303 2nd St SF
8. Cynthia Marshall	Silicon Graphics - IRIS Universe	223 Horizon Mtn View 94043
9. Paula Andres	Self	1333 Wash St SF
10. Ken Jns	PB	303 2nd St SF

Bay Bridge Design Task Force

Public Hearing

May 8, 1997 - 5:30 p.m.

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NAME	REPRESENTING	ADDRESS
1. Leslie Vukad	Dupell & Assoc.	2855 Telegraph Ave. #503 Berkeley, CA 94705
2. BOB BLUME	HDR ENGR,	OAKLAND, CA
3. Andrew Hayes	Cyclist	Oakland, CA
4. Roumen MIADJEV	M+L / SEARONC	71 Stevenson, Suite 2100 San Francisco
5. Karen Moornitz	ABAG / Bay Trail	P.O. Box 2050 Oakland 94604-2050
6. Cobie Howard	cyclist	449 59th St. Oakland 94609
7. Mike Davis	Parsons Brinckerhoff	San Francisco
8. H. BRAN CLEARK.	ARCHITECT.	4097. 17th St. SF. 94114.
9. Terry Rolleri	Cyclist	810 37th Ave S.F. 94121
10. Joëlle Mouchet	SFCTA	—, — (415) 557-6802

Bay Bridge Design Task Force
Public Hearing
May 8, 1997 - 5:30 p.m.

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NAME	REPRESENTING	ADDRESS
1. Alison Kendall	Treasure Island Project Office CCSF	1660 Mission SF
2. Bana ahmadi	S.F. Planning Dept.	1660 Mission SF.
3. Michael Longo	me	1006 Seabright Santa Cruz CA
4. EDWIN KNAPP	SELF	666 Post St #1104 SF, CA 94109
5. CHRIS REYNOLDS	Self	1725 OXFORD ST. ⁹⁴¹²² Berkeley, CA
6. MICHAEL LEVIN	(self)	834 - 29th Ave SAN FRAN. CA 94121
7. Roy A. Imbison	IAI	9912 Business Pl. Dr. Sacramento, CA 95827
8. Karen Gatten	Solutions 2000	Box 471777 SF.
9. Michael T. Brink	self	457 1/2 Filbert St, SF. CA
10. Mark Stout	self	;70 Andover St SF 94110

Bay Bridge Design Task Force

Public Hearing

May 8, 1997 - 5:30 p.m.

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NAME	REPRESENTING	ADDRESS
1. TOM LESLIE	FOSTER & PARTNERS	1955 LEAVENWORTH #15 SF CA 94133
2. NGEL DANLEN	"	22 NESTER RD. LONDON UK
3. Leslie Morrison 415 957 9445	OverArup + Partners P: 415 957 9096	901 Market St SF CA 94103
4. BILL KALLAS	T.Y. LIN INTN'L	SF, CA
5. Bill Wycko 1660 Mission - Planning Dept., SF, CA 94103		
6. Dennis M. Power	Oakland Museum of California	1000 Oak St. Oakland, CA 94607 90 Digital Dr Novato 94949
7. Sally Bull	Harding Lawson Assoc.	
8. Jerry Grace Norman Rolfe	S.F. Tomorrow	4511 Meathys Ct. Oakland, CA 94610 2433 Levee St #4 SF 94109
9. With Or	BART	800 Madison Oakland
10. Stewart Lee		1860 Ellis St Apt C San Francisco, CA 94115

Bay Bridge Design Task Force

Public Hearing

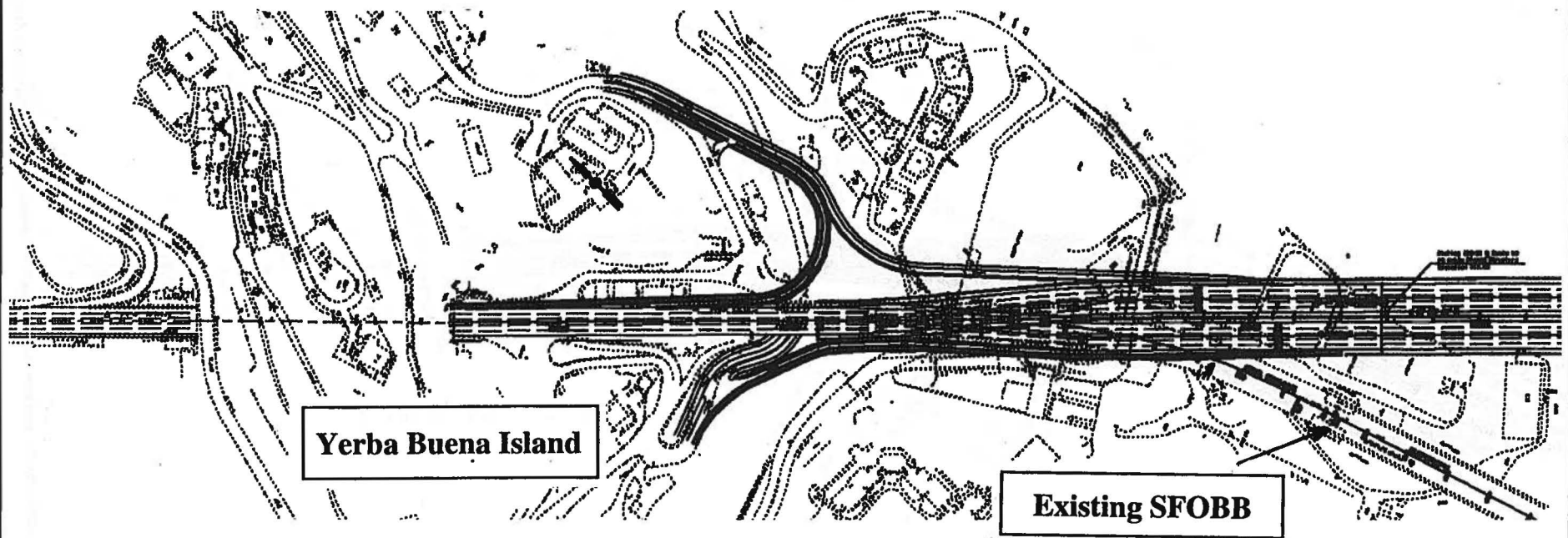
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NAME	REPRESENTING	ADDRESS
1. JONG LBO	CSM Students	124 GILKARD ST SF
2. Pamela Chan	CSM Student	995 Carlspar Dr, Millbrae,
3. Gloria Koo	CSM Student	1721 Marina Ct, Apt. A San Mateo
4. John Sutter	East Bay Regional Park District	3627 Klamath St Oakland CA 94602
5. WILLIAM SCOTT MACE	MID-PENINSULA BICYCLE COALITION	104 ELM ST #38 SAN MATEO, CA 94401
6. Jason Meggs	Bike the Bridge! Coalition Bicycle-Friendly Berkeley Coalition	POB 15071 Berkeley, CA 94701-6771
7. Jodi Perelman	TIKKUN magazine	26 Fell St. SF 94102
8. LEO A. LOZANO	COAST GUARD	BALDWIN COAST GUARD ISL. PACIFIC, CA 94501
9. JACKIE LANDSMAN	SENATOR QUENTIN KOPP	363 EL CAMINO REAL SO. SF 94080
10. Michael Kwok		321 CLEMENS SF 94103

**SAN FRANCISCO-OAKLAND BAY
BRIDGE (SFOBB) YERBA BUENA ISLAND
(YBI) RAMP OPTIONS (CONCEPTUAL)**

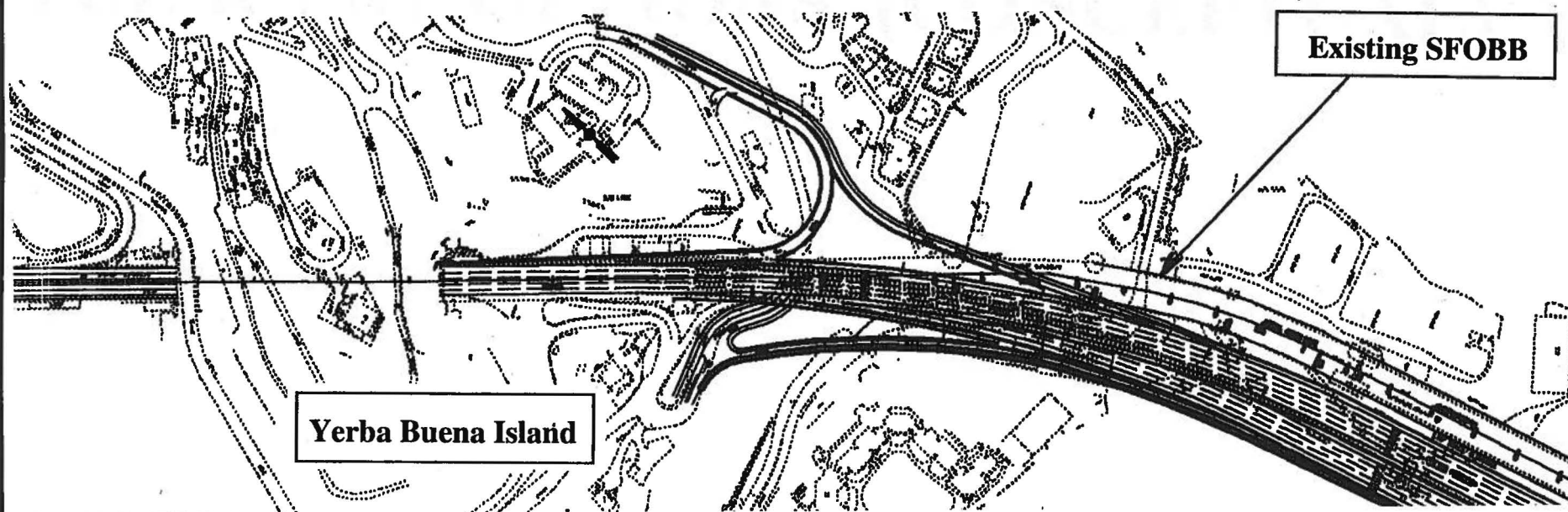
**Conceptual Design
For Design Study Only**



**SFOBB New East Span-Northern Alignment Alternative
New Ramp Access**

5/8/97

**Conceptual Design
For Design Study Only**



**SFOBB New East Span-Southern Alignment Alternative
New Ramp Access**

5/8/97

**FEASIBILITY STUDY ON AN
EXCLUSIVE LANE FOR
BUSES AND CAR POOLS ON THE
SAN FRANCISCO - OAKLAND BAY BRIDGE**

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IN RESPONSE TO
SENATE RESOLUTION NO. 216-1970 REGULAR SESSION
BY SENATOR LEWIS F. SHERMAN**

Results and Conclusions

Theoretical analysis indicates a possibility of success in a plan providing an exclusive lane for westbound buses and autos containing three or more people approaching the toll booths and an exclusive lane from the toll booths onto the bridge. This plan will be successful only if there is a significant increase in the number of people using car pools and buses. If this shift does not occur, the plan as described will result in fewer vehicles and people able to cross the bridge and an increase in congestion.

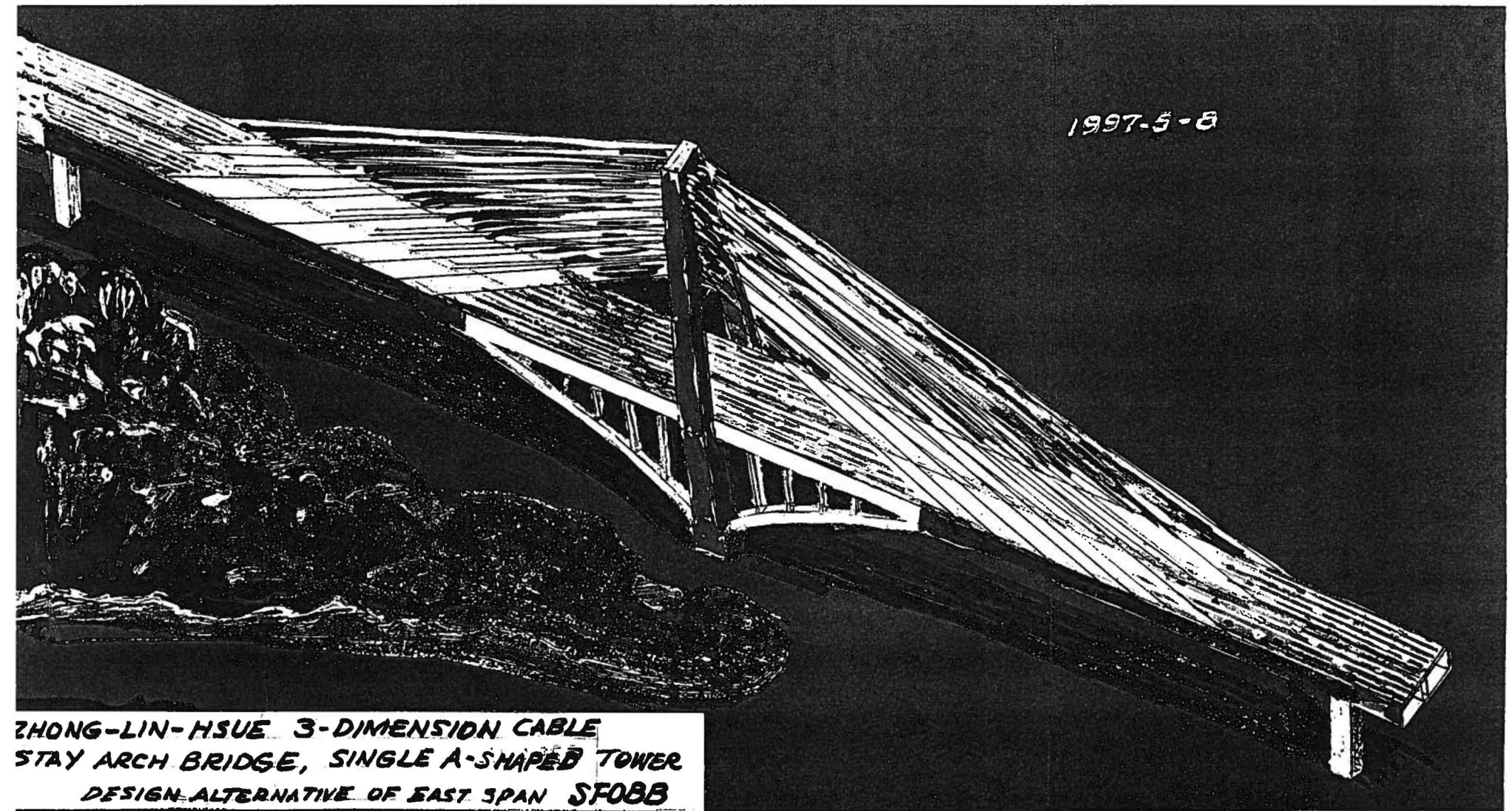
There is great statewide - and even nationwide - interest in the use of lanes for the exclusive use of buses and high occupancy autos to increase the people carrying capacity of highway facilities. There is a need to determine the operational practicality of exclusive lanes. A trial will not adversely affect safety. For these reasons an actual field trial is warranted even though we cannot ensure that the necessary shift in vehicle occupancy will occur.

The analysis proved that it is not feasible or beneficial to establish an exclusive lane for buses and car pools across the bridge in the eastbound direction. The analysis also showed that carrying an exclusive lane all the way across the bridge in the westbound direction would result in serious operational problems.

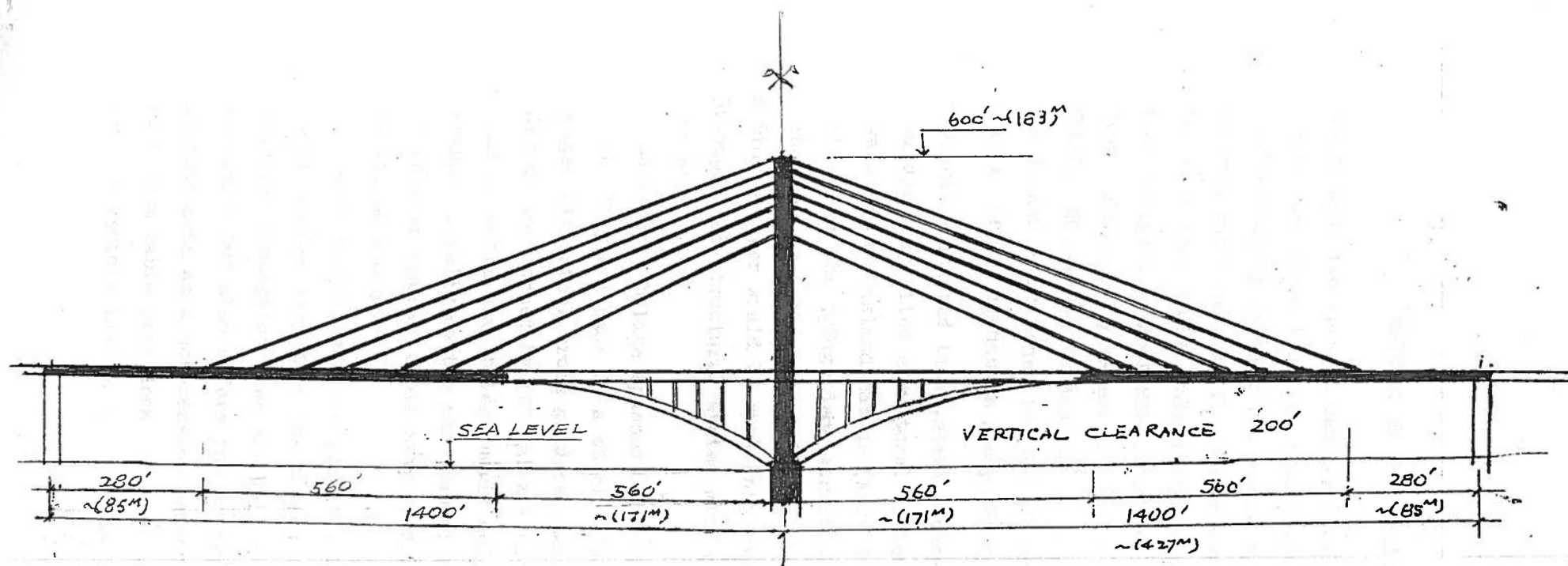
Therefore it is intended, at the earliest practical date, to operate for a period of not less than 30 days a westbound exclusive lane approaching the toll plaza and onto the bridge for the use of buses and cars with three or more people.

5/8/97

1997-5-8



ZHONG-LIN-HSUE 3-DIMENSION CABLE
STAY ARCH BRIDGE, SINGLE A-SHAPED TOWER
DESIGN ALTERNATIVE OF EAST SPAN SFOBB



DESIGN ALTERNATIVE OF EAST SPAN SFOBB

ZHONG-LIN-HSUE 3-DIMENSION CABLE STAY ARCH BRIDGE

SINGLE A-SHAPED TOWER

1997-5-8

FEATURES OF OUR DESIGN ALTERNATIVE

Based upon two special cautions for structural analysis of cable stay bridge and other kinds of bridge with large span in high seismic region. I had raised up in last two public meetings held by CALTRAN&MTC. In view of such cautions, We'll present our design alternative for new bridge for east span SFOBB. This design alternative or conceptional design option designed by Prof. HSUE, CHENTUNG, American consultant, bridge mechanic Group, Reviewed by expert of bridge engineering, bridge mechanics group, SKLESA PRC, member of Academy of Science PRC. also reviewed by Full Prof. LIN, JIAHAO established the PEM of linear random vibration structural analysis, bridge mechanics group, SKLESA, PRC.

1. Single A-sharped tower, steel 3-dimension cable stay bridge and R.C arch bridge composited structural system symmetrically spanned (1400') the waterway to Oakland harbour, (ABBV: 3-D cable stay arch bridge). 3-D cable stayed on the bridge deck structure would help under high seismic excitations as well as gust (heavy wind)
2. Single tower would be sunk into the bedrock of Yeuba Buena island.
3. Composited structural system with 2 kinds of bridge, each has his own point.

Cable stay bridge spanned 840' uses composite structure of bridge deck. They are made of a steel grid of 2 main girders along the deck adges with steel cross griders spanning 60' at 15' distance and a R.C. slab on top formed by 10" thick R.C. precast panel and cast in situ joints.

4. Shorter cable stay bridge would help to reduce the unfavorable prestress occurred usually on the mid span of cable stay bridge in some extent due to shorter span of cable stay bridge of composite structural system as mentioned above.
5. R.C. arch bridge uses the precast R.C. segments taking advantage of temporal cables stayed on the tower to set up in situ joints. This construction conception does not only lead to a quick and simple erection procedure but also offers the economical advantage that the concrete segment acts as a compression member to take most of the horizontal thrust from cable stay deck—besides carrying dead weight of arch bridge and the vehicle load of arch bridge deck.

6. Less cables stayed on the cable stay arch bridge not only easily carries out their construction but also creates an elating liberation of space under less cables and expecially λ -shaped less cable stay bridge matches with curved arch bridge forms an arsthestic appearance.
7. This design alternative accomodates adsequate ample room on either for bicycle lane and handicaped facility lane and shouder lane for installed vehicles.
8. This design alternative offers a lot of vent holes along the central lane of the deck would help keep very wide deck from buffeting or flutter effect due to gust excitation.

BRIEF STATEMENT OF PROF. LIN'S PSEUDO EXCITATION
METHOD (PEM) OF LINEAR RANDOM VIBRATION STRUCTURAL ANALYSIS

Prof. Lin's PEM in random vibration analysis has been set up on the advanced and top level on the world records. The distinguished features of his PEM comprises (a). In form, the PEM transforms random excitations into deterministic ones, and so simplifies the computation process considerably, the more important thing is that the PEM implements the CQC algorithm of random vibration not only to be quite efficiently. Typically, it is 100 or more times faster than the conventional methods available in the literature, but also to make analysis of wave passage effect (however the well known spectrum response method practically introduce CQC algorithm of random vibration for comparatively not so complex structure cannot be used for analysis of wave passage effect) (b). the ease of mastering the theoretical study by engineers and researchers and (c). the relevant computer program with very high efficiency (to get a precise result in a very short time) not only in the seismic (wind excited vibration...) stationary analysis of complex structures with several thousand degrees of freedom with ground surface nodes around 100, but also in non-stationary random vibration analysis. Just to do a seismic analysis for such complex structures with a great number of degrees of freedom and ground surface nodes is cannot be done by any other updated editions of software such as SAP, NASTRAN, ANSYS... being available in the United States.

The capability of the EPM program requires a computer with 1000 MB hard disk and 16MB RAM.

FOR IMMEDIATE RELEASE

Oakland, May 6, 1997

The East Bay Regional Park District Board of Directors today urged Caltrans to include a pedestrian and bicycle lane on the proposed new Bay Bridge.

Oakland Park District Director John Sutter said, "A bicycle lane on the new bridge would permit a great new recreational experience. The view from the bridge, like that from the Golden Gate Bridge, is dramatic. The lane could connect with one around Yerba Buena Island and Treasure Island, providing a wonderful scenic and great tourist attraction to the Bay Area".

"The plan also makes sense for bicycle commuting, whether or not a bicycle lane can be added to the San Francisco side of the bridge. Bicyclists could cycle to the Island and then board their bikes on a bus for the final leg to San Francisco.

"Moreover, one must take the long view. The new bridge may last a century, but who knows how much longer the San Francisco side will last. It is already 60 years old. Most of the highway bridges of its era -- the original Dumbarton, San Mateo and Carquinez -- have been or soon will be, demolished.

"If a new bridge on the San Francisco side is built in a decade or two, will its designers be able to complete the bicycle lane to San Francisco because today's builders had the foresight to include one on the Oakland side now? Or will they damn today's builders for tunnel vision for having failed to do so?

"In March the State and the East Bay Regional Park District finalized the agreement with Catellus for the acquisition of the Eastshore State Park site. The park will include a nine-mile bike trail extending from Richmond to Emeryville along the Bay with a spur extending west parallel to the Bay Bridge approach to the water's edge. A bike and walking trail should continue from this spur onto the new bridge."

I am Hale Zukas, member of the accessibility committees for AC Transit, BART, and MTC, although I am here representing only myself.

Tell me, who do you believe—Mr. Sunshine or the Alameda County Mayor's Conference and hundreds of bus riders, who point the patently obvious fact that a bus terminal at Beale and Howard would provide much poorer service to transit riders than the existing trans-bay terminal.

Leaving aside the question of which site is better, there is the question of where San Francisco would find the nearly 100 million dollars it would cost to move the terminal. I have heard rumors that people here ~~do~~ have their eyes on — BRIDGE TOOLS ???!! I can assure you that if San Francisco has the unmitigatedchutzpah to try this, ~~they~~ there will be ~~only~~ holy hell to pay.

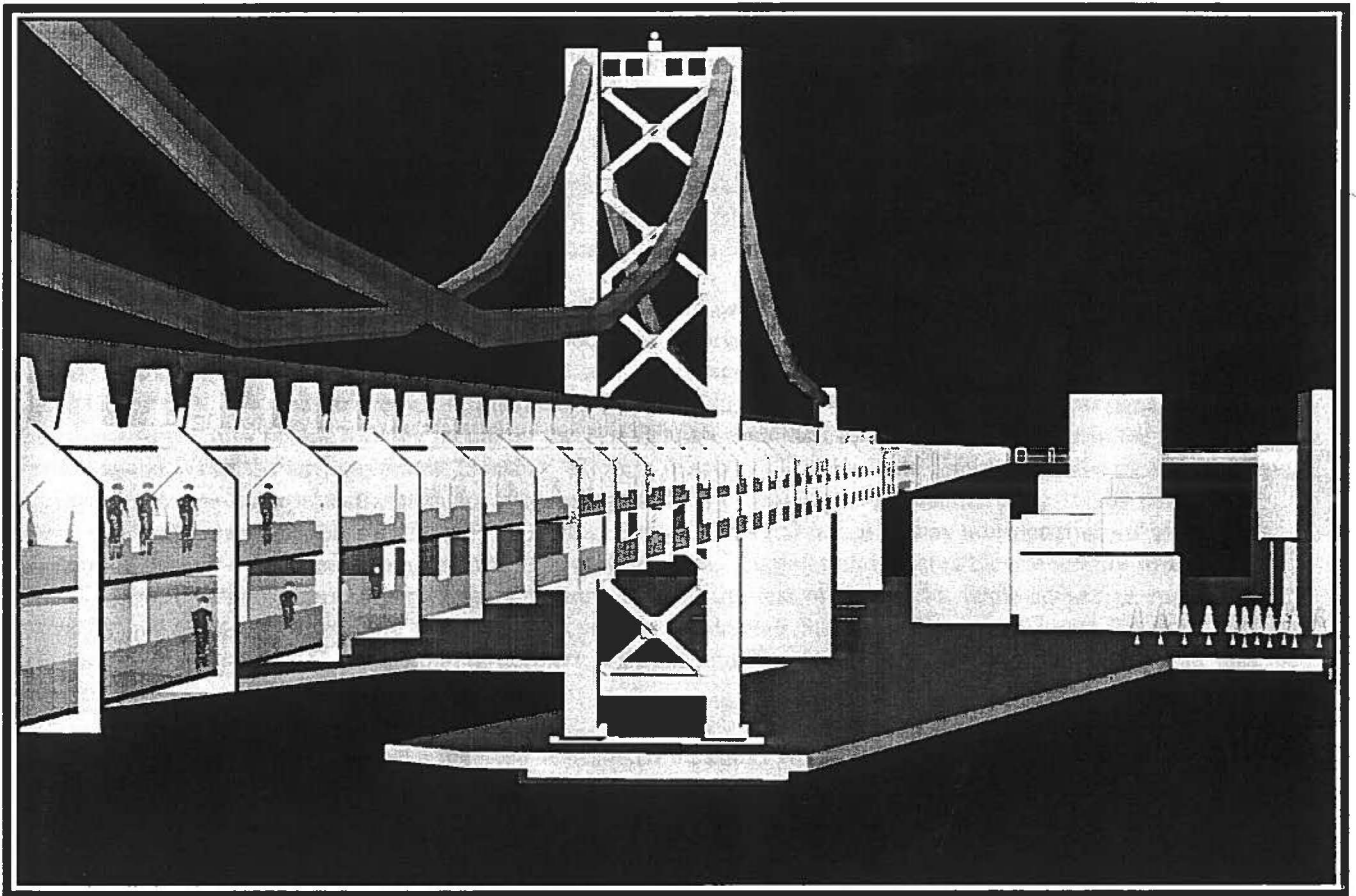
presented
5/9/97

KAREN L. GATTER
MANAGING DIRECTOR

SOLUTIONS 2000 • EXPRESS BIKEWAY
P.O. Box 471777, SAN FRANCISCO CA 94147-1777
415/567-3633

EXPRESS BIKEWAY

APPENDIX C: VIDEO PRODUCTION PROJECT



View from Treasure Island of Proposed Express Bikeway

Graphic by ASCI, Mt. View, CA

FOR IMMEDIATE RELEASE

April 12, 1992

SOLUTIONS 2000

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Statement of Specific Purposes

"The Specific purposes for which this corporation is organized is to develop an institution to teach and disseminate educational material to the government and public, including, but not limited to improving the urban environment, through an urban planning and product development exchange, publications, lectures, or otherwise."

Express Bikeway Project

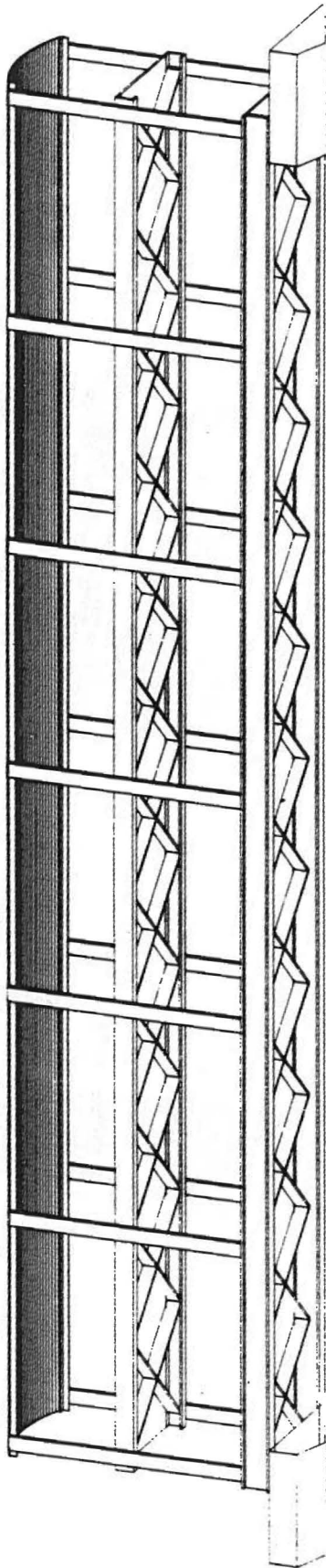
The Bay Bridge linking San Francisco to the east could display the first Express Bikeway transportation system, creating a metropolitan area of the future in transportation for the world to see. The Express Bikeway will not only show how citizen health, parking, air quality and highway congestion can improve, but will also improve tourism and business foot traffic wherever it goes.

With the first link from the Embarcadero over the bay bridge to Oakland/Berkeley, and later to Contra Costa County, over the Richmond Bridge to Marin, and then down both sides of the bay, we envision a major change in mass transit with inexpensive, social and clean commute travel within the Express Bikeway.

Solutions 2000 is presently working on attaching an Express Bikeway to the Bay Bridge made out of light weight advanced composite plastic materials by the year 2000. The Express Bikeway is a new low cost transit system for bicyclists and electric 'City Bikes' which include 2 to 12 passenger bikes (all presently for hire at Stow Lake in Golden Gate Park). We want to provide infrastructure for the efficient movement of people along elevated bikeway tubes showcasing a new people moving model for the 21st Century over the Bay Bridge and throughout the proposed Treasure Island Worlds' Fair, into a new Transbay 'Express Bikeway' Terminal and into the new Giants and 49er stadiums. This new mass transit system for bicyclists and electric vehicles could handle up to 16,000 passengers an hour to help decrease the volume of traffic on the Bay Bridge. This Express Bikeway transportation infrastructure could then be further developed through networks of elevated tubes feeding into bay area bicycle priority streets, and serve as model for other metropolitan areas around the US and the rest of the world, while advancing composite technology and light-weight electric vehicle production for the United States. Also, the Express Bikeway will generate millions for its LLC stock holding partners, Caltrans and The City during and after a Worlds' Fair and Giants stadium opening in the year 2000.

The Express Bikeway project has been received with mixed blessings from Caltrans because of the uncertainty of the east bay bridge rebuild and western retrofit projects. Further, we now have a composite engineering and manufacturing partnership as of June 1996 to move this project into the research and engineering stage as soon as we get Caltrans and The City approval. The soon to be released 3D Video of the Express Bikeway on the San Francisco Bay Bridge would provide information to the public and private sectors, while investigating the public constituency. We hope to also provide the needed visuals to obtain a Caltrans partnership, private sector partnerships with toll road status, and the public appeal needed to complete the Express Bikeway project by the year 2000.

Any questions, please contact Karen Gatter at P.O. Box 471777, San Francisco, CA 94147-1777. If requested we will keep you informed on how you can help, the future progress and meetings about the Express Bikeway transportation project.



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f California
Department of Public Works
Division of Highways

In Cooperation with
U.S. Bureau of Public Roads

San Francisco-Oakland Bay Bridge
Trans-Bay Bus Riders Survey

May 1963

Prepared by:

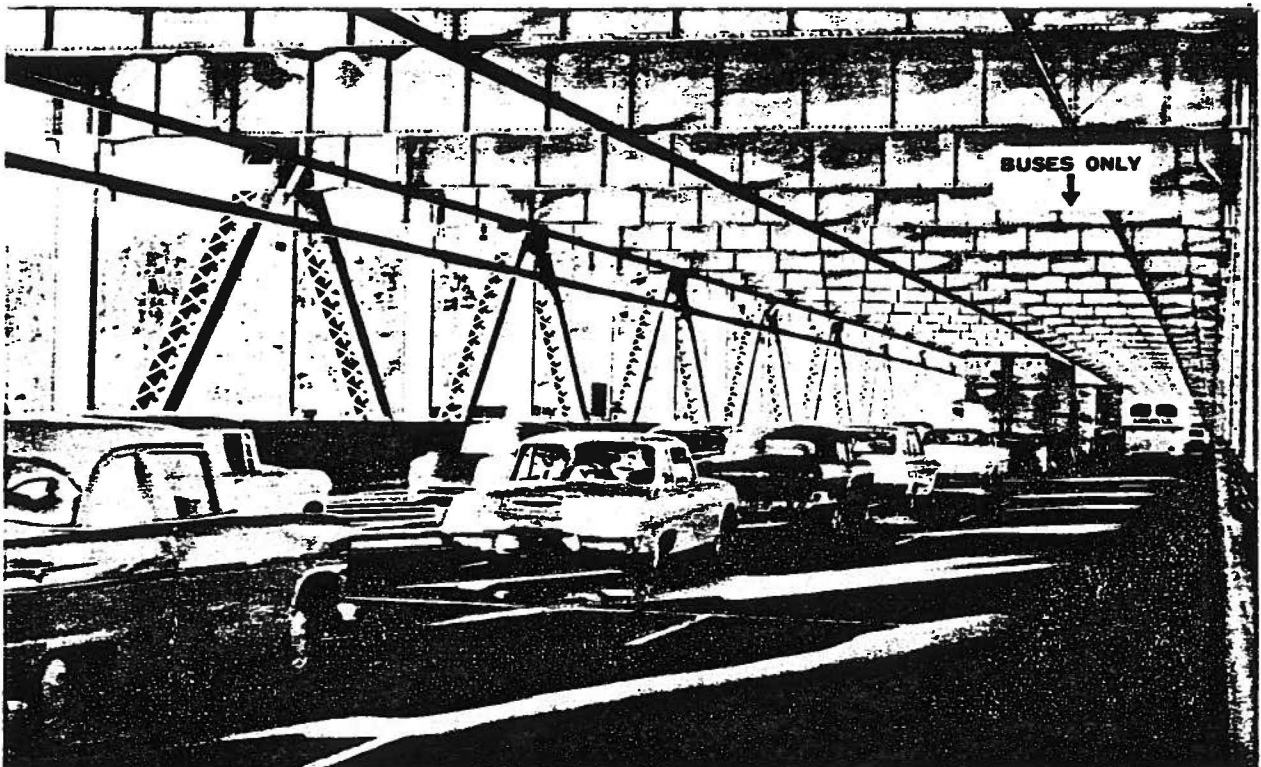
C. E. Zell - Urban Planning Department

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DEC 2 1963

UNIVERSITY OF CALIFORNIA
INSTITUTE OF TRANSPORTATION
AND TRAFFIC ENGINEERING

In January 1962, an order was issued restricting the eastbound shoulder lane of the west bay crossing for the use of buses only. This did not change the capacity of the signal at Yerba Buena Island, but it enabled the buses to bypass the queues of autos and trucks which now had to line up two abreast on the west bay crossing while waiting for their turn to go through the bottleneck. As will be developed later in this report, this gave the buses an advantage of about nine minutes as compared with the autos and trucks which were bypassed, and it was hoped that this would induce sufficient auto riders to switch to buses so that the vehicular volume would be reduced to a figure more comparable with capacity of the bridge.



Exclusive Bus Lane